Applying slow tourism principles to landscape design for visitor and resident outdoor experience:

Kingston, a township on the brink of high volume growth

Masters Design Thesis in partial fulfilment of the Master of Landscape Architecture degree at Lincoln University, New Zealand

Christine Skipworth
July 2018

Supervisors Mike Barthelmeh, Kevin Moore & Gillian Lawson

Kent St, Kingston, New Zealand (Morrison, 2018).

Abstract

Focusing on Kingston, New Zealand this thesis investigates how slow tourism concepts might be implemented in design for an outdoor recreation experience that caters for large volumes of people, while not displacing residents.

Slow tourism focuses on modes of transport, environmental consciousness and meaningful experience – and is not necessarily slow. Through meaningful experiences and optimising environmental and social resources, it has potential to enhance human quality of life.

Tiny home zones, nested circuits for outdoor recreation and a jetty gateway were designed to enhance quality of life while staving off the decline phase depicted in Butler's Tourism Area Life Cycle Model. The designs focus on key elements derived from the Six Factor Model of Wellbeing, the PERMA model of wellbeing and Self-Determination Theory.

Rather than a prescriptive list of design elements, incorporating a palette of wellbeing terminology is found to be a useful tool in upholding the wellbeing and quality of life aims of national and local government in New Zealand.

Research Proposal Summary

Once you've observed it, you've changed it

'Once you've observed it, you've changed it'. In physics the 'observer effect' is the theory that simply observing a situation or phenomenon influences or changes that phenomenon (Weizmann Institute Of Science, 1998). In the case of tourist host communities, Butler's Tourism Area Life Cycle (TALC) Model (1980), Figure 1, supports this notion, that once a place is 'discovered' it evolves through growth and consolidation phases to an eventual 'decline' or a need to 'reinvent' itself.

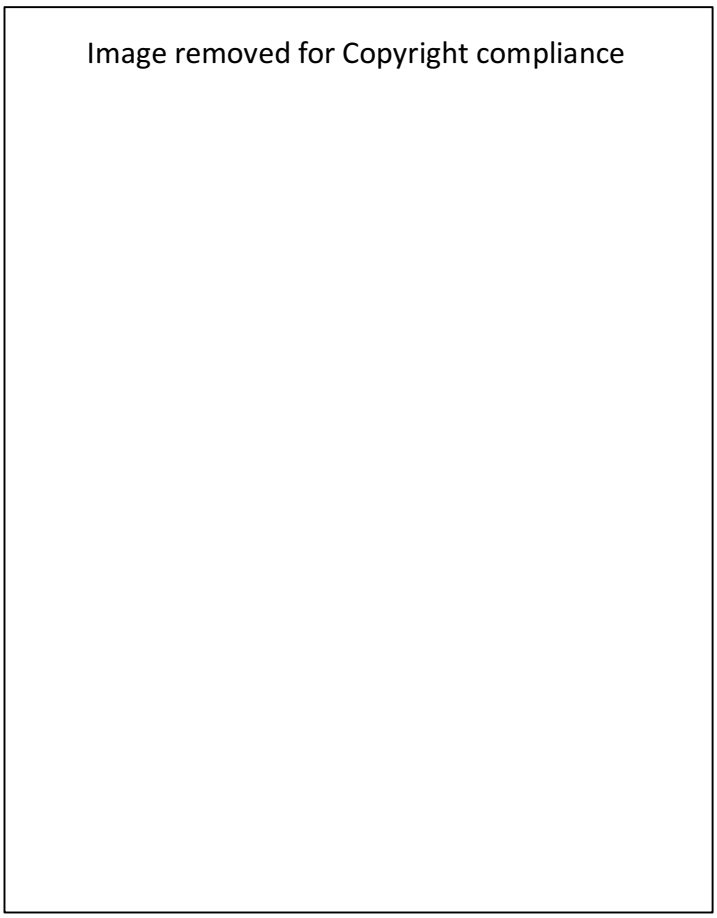


Figure 1 The five stages of the Butler Model of Tourist Area Life Cycle (TALC) (Butler, 1980).

This suggests that growth in visitor numbers results in the decline or replacement of the original qualities and values of a place. This can negatively affect the quality of life for the resident population as well as deteriorate the travel experience for the visitor.

As the profession of landscape architecture deals with outdoor places and systems that contribute to local values, how might practicing professionals design an intervention that sustains or even enhances local values, while a host community experiences visitor growth?

Through landscape architecture, there may be greater potential for visitors to not simply observe, but also to contribute to local values. A meaningful travel experience that optimises the local environment and social conditions will enhance the quality of life for both the visitor and the resident. This research explores a sustainable landscape intervention that attempts to achieve this, upholding local values alongside visitor growth, Figure 2.

Figure 2 How to uphold local values alongside visitor growth using landscape architecture? (Skipworth, 2015).

Table of Contents

Abstract **1**

Research Proposal Summary **2**

CHAPTER 1 Introduction **12**

Introduction 12
Changing variables = New pressures + Design opportunities 12
The variables 13
Thesis Components 14
Imperatives to design for Quality of Life 14
Research Aim 21
Research Goal 24
Goals 24
Goals Rationale 25
Site Selection 25
Site Rationale 29
Target Situations 32
1. Large growth in number of people 33
2. Residents and visitors interacting in shared spaces and activities 33
3. Introduction to New Zealand outdoor recreation 34

CHAPTER 2 Research Context **36**

Introduction 36
Positionality 36
Timeliness 38

CHAPTER 3 Research Objectives **40**

Introduction 40
Making a Framework 40

CHAPTER 4 Literature Review **42**

Introduction 42
Wellbeing 42
Environmental Resources 44
Social Resources 45
Slow Tourism 45
1. Environmental Consciousness & Outdoor Recreation 48
2. Mode of Transport 49
3. Travel Experience & Meaningfulness 49
Visitor – Host perceptions 50

CHAPTER 5 Case Studies **53**

Introduction 53
Case Study 1: Mode of Transport - Zermatt Switzerland 54
Case Study 2: Meaningful Experience - Camino de Santiago Spain 55
Case Study 3: Environmental Consciousness - Shotover Jet New Zealand 56

Landscape Architecture Examples 57
Common Themes & Findings 59

CHAPTER 6 Foundations for a Design Response: Applications, Processes & Tools 61

Introduction 61
Process 61

CHAPTER 7 Design Vision 69

Introduction 69
Design Question 69
Design Framework 69
Kingston Design Vision 70
Introduction 70
Vision 70
Objectives 71
Rationale 71
1. Tiny homes Rationale 71
Tiny Homes & Environmental Consciousness - Design Drivers 76
2. 'Nestled' location Rationale 76
Nested Circuits & Meaningful Experiences - Design Drivers 79
3. Guardian Mountains or 'Fairy Mountains' Rationale 82
Guardian Mountains & Modes of Transport - Design Drivers 86
Conclusion 89

CHAPTER 8 The Brief 92

Introduction 92
The Brief 92
The Design Programme & Evaluation 92
Introduction 92
Environmental Consciousness (Tiny Homes) 94
Mode of Transport (Jetty) 94
Meaningful Experience (Nested Circuits) 94
Table of Design Vision/Brief, project and evaluation qualities 95
Assumptions 97

CHAPTER 9 Site Designs 100

Introduction 100
1 Context 101
2 Master Plan 104
3 Intermediate Plan 106
4 Detail Plan 109
5 Planting Strategy 111
6 Materials Strategy 113

CHAPTER 10 Design Analysis and Critique 117

Introduction 117
Under the Guardian Mountains – Arriving at the Jetty 118
Nestled into the valley – Nested Circuits for outdoor recreation 119
Tiny home township - Tiny Home Zones 121

CHAPTER 11 Discussion 125
Introduction 125
Discussion 125
SWOT analysis 125
Strengths 125
Weaknesses 126
Opportunities 126
Threats 127
Further Research 127
Research & Process Challenges 128
New Positionality 128
CHAPTER 12 Conclusion..... 131
Introduction 131
Resident and Visitor outcomes 131
Growth 131
Values 131
Slow tourism 132
Wellbeing 132
Process 132
Conclusion 133
References 135
Appendix..... 139

Table of Figures

Figure 1 The five stages of the Butler Model of Tourist Area Life Cycle (TALC) (Butler, 1980).....2
Figure 2 How to uphold local values alongside visitor growth using landscape architecture? (Skipworth, 2015).....3
Figure 3 100% Pure New Zealand branding (Tourism New Zealand, 2012).....12
Figure 4 World human population is 7.6 billion in 2018 (The Economist, 2011, October 11).....13
Figure 5 RMA (1991) Part 2 Section 5.2 (Parliamentary Council Office, 1991).....14
Figure 6 QLDC Mission to enhance quality of life (QLDC, 2003).....15
Figure 7 'Mass tourism = human pollution' graffiti in Lisbon, Portugal (Skipworth, 2017).....16
Figure 8 Tongariro Alpine Crossing offers depleted experience (Mitchell, 2016).....17
Figure 9 Local tensions (Waterworth, 2017).....18
Figure 10 Local tensions (Radio New Zealand, 2018).....19
Figure 11 Ryff's (1989) Six factor model of psychological wellbeing – Positive Relationships, Environmental Mastery and Autonomy.....22
Figure 12 Seligman's (2011) PERMA model for wellbeing – Meaning and Connectivity....23
Figure 13 Deci and Ryan's Self-Determination Theory (SDT) (2000) for wellbeing - Autonomy.....23
Figure 14 International visitors and nights map of New Zealand represents average visitor numbers over the past five years in the year ended the current quarter (Ministry of Business Employment and Innovation, 2017).....26
Figure 15 Kingston is a 45 minute drive from Queenstown to the north (Google Maps, 2018).....28
Figure 16 Existing NZ 'great rides' and 'cycle touring routes' (The New Zealand Cycle Company, 2018).....30
Figure 17 The five stages of the Butler Model of Tourist Area Life Cycle (TALC) (1989)....32
Figure 18 Myself on the Otago Rail Trail. Both a resident and visitor at the same time? (Johnston, 2011).....37
Figure 19 Electric taxis and 'buses', Zermatt, Switzerland (Zermatt, 2018).....54
Figure 20 Same end goal, many start points. Camino De Santiago, Spain (Walk El Camino, 2018).....55
Figure 21 Shotover jet boat rides on the Shotover River, New Zealand (Shotover Jet, 2018).....56
Figure 22 Diagrams of method process (Skipworth, 2018).....62
Figure 23 Organising and categorising written information (Skipworth, 2018).....63
Figure 24 Boarding with bikes for the start of the Around The Mountains cycle trail (2017).....64
Figure 25 Using diagramming to understand process of creating a design programme based on research, Barthelmeh (Skipworth, 2018).....65
Figure 26 Design process on A1 format (Skipworth, 2018).....66
Figure 27 Design exercise, develop a town logo, attempted to prioritise important elements (Skipworth, 2018).....66
Figure 28 No bulk forms. Series of smaller forms (Skipworth, 2018).....71

Figure 29 'No bulk buildings'. Informal and connected buildings, rather than a single large footprint (Skipworth, 2018). 72
Figure 30 Retain informal bridges and greatly expand the network across the streams and wetlands (Skipworth, 2018). 72
Figure 31 Second home elements include small footprints and a DIY approach (Skipworth, 2018) 73
Figure 32 Scale of large gum tree seems even bigger in front of the tiny library (old school house). Emphasises nature and environment over dwelling space (Skipworth, 2018) 73
Figure 33 Average NZ house footprint over time (Quality Valuation, 2015). 74
Figure 34 Residential lot ratio of built to unbuilt. Over time the scale of the home has become larger, which suggests prominence of indoor activities over outdoor ones (Skipworth, 2018) 74
Figure 35 Containment of new settlement development (QLDC, 2011). 77
Figure 36 Initial analysis of zones and natural boundaries of the landscape surrounding Kingston (Skipworth, 2018). 78
Figure 37 'Keep the sheep'. Integrate the existing 'pastoral' landscape elements into the township (Skipworth, 2018). 78
Figure 38 Nested circuits allows for a range of physical abilities. Ability to make the easiest and least sensitive the most accessible and gradually diffusing use over a range of choices (Skipworth, 2018). 79
Figure 39 Nested circuits diagram 2 (Skipworth, 2018). 79
Figure 40 'To assemble or disperse' diagram (Gehl, 2011, p. 81) 80
Figure 41 Where 'more' creates 'more'. In this instance bigger fuller trees delineate a space more than scrappy small ones. More in a pile of papers, makes the pile of papers neater and more readable as a pile of papers concerning the same thing (Skipworth, 2018). 80
Figure 42 Effect of modes on social connectivity (Appleyard and Lintell (1970) in Gehl, 2011, p. 35). 81
Figure 43 Invite people to join into tasks that benefit the community (tree-planting, path-clearing, maintenance). Whether resident or visitor, if a person is *informed* about an event and feels *welcome* they are enabled and empowered to *engage* and reap the associated wellbeing benefits (Skipworth, 2018) 82
Figure 44 Mountains peopled with ‘giants’ and ‘fairies’ (maeroero) from Cultural Values Report on Proposed Plan Change Kingston Village, (Te Ao Marama Inc., 2007) 82
Figure 45 ‘Craggy’ outcroppings on the Eyre Mountains on the western side of the township, (Skipworth, 2018). 83
Figure 46 Uncovering the rock under the current jetty. The rock, similar to the rocks above, that make up the features of the 'guardian mountains' can be daylighted and highlight historic legends and practices (Skipworth, 2018). 84
Figure 47 Plan view. Jetty could 'cloak' the rock, leaving it open and interactive in the middle, also multiple levels for additional lake interaction (Skipworth, 2018) 85
Figure 48 Overtime could extend the pods around the lake edge. Some much harder to get to than others, drawing the nested outdoor recreation circulation from the land onto and around the water (Skipworth, 2018). 85

Figure 49 Circular spaces equal 'slow', linear spaces equal 'speed' (Skipworth, 2018)..... 86
Figure 50 Pattern iterations and adornments of a korowai (cloak) (Pendergrast, 1987, p. 5)..... 86
Figure 51 Inhibiting and promoting contact (Gehl, 2011, p. 62). 87
Figure 52 Sense of jetty as nest, iterating the local Australasian Crested Grebe which builds its nest over the water on overhanging branches (Skipworth, 2018)... 88
Figure 53 Australasian Crested Grebe nests on overhanging branches of live trees on the water (Skipworth, 2018). 88
Figure 54 Design Sheet 1. Context – Site, issues, objectives (Skipworth, 2018). 103
Figure 55 Design Sheet 2. Master Plan 1:3000 Nested circuits (Skipworth, 2018). 105
Figure 56 Design Sheet 3. Intermediate Plan 1:500 Tiny Home Zones (Skipworth, 2018)..... 108
Figure 57 Design Sheet 4. Detail Plan 1:100 Guardian Mountains Jetty (Skipworth, 2018)..... 110
Figure 58 Design Sheet 5. Planting Strategy (Skipworth, 2018). 112
Figure 59 Design Sheet 6. Materials Strategy(Skipworth, 2018). 115
Figure 60 Route of autoethnographical interpretive critique narrative..... 117
Figure 61 Case study analysis examples (Skipworth, 2017). 139

1

INTRODUCTION

CHAPTER 1 Introduction

Introduction

Changing variables = New pressures + Design opportunities

Population pressure and New Zealand tourism

Pressure on environmental, social and economic systems due to exponential human population growth in the 20th century presents design challenges across the world. New Zealand has a relatively short, approximately 1000 year long, human settlement history and is therefore relatively 'untouched' compared to areas with longer durations of human intervention.

'Untouched' outdoor experiences have been the underpinning 'point of difference' in the '100% Pure New Zealand' tourism marketing campaign, generated by Tourism New Zealand, a Crown Entity funded by the New Zealand Government, for the last two decades, Figure 3. It seems this point of difference appeals to international visitors, who made tourism the second largest export in New Zealand behind dairy from 2011-2015, and the largest export in the decade prior (Stats NZ, 2016). It also appears to be a value New Zealanders embrace, as Tourism Minister Kelvin Davis had to defend the New Zealand tourism body's branding, saying 'It is not an environmental standard. It's a marketing strategy' (Jancic, 2018).

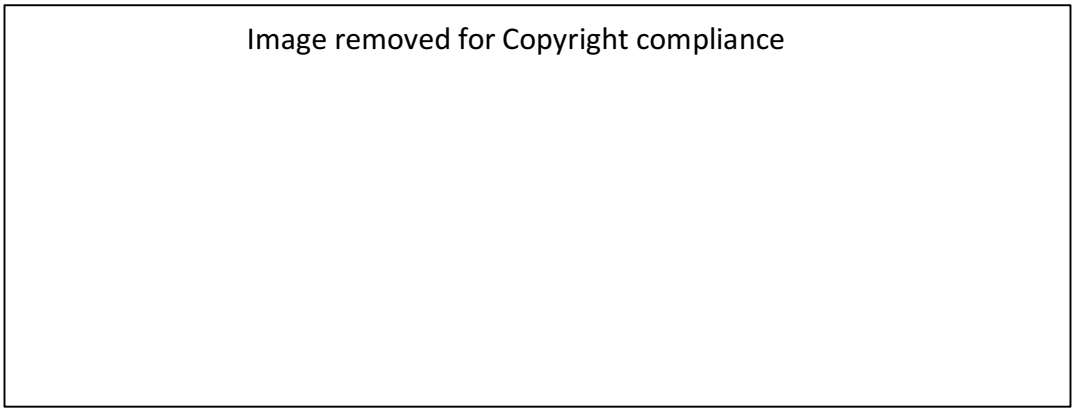


Figure 3 100% Pure New Zealand branding (Tourism New Zealand, 2012).

Whether it is an environmental standard, a value, or a tourism experience, without forethought the perception of the 'untouched' outdoor quality of New Zealand is likely to diverge further from the branding in the face of population and tourism growth. To plan and design visitor and resident outdoor experience, with population growth in mind, offers an opportunity to support desired standards, values and experiences of land use. Under growing human population pressure, landscape design could help manage land resources for 'untouched' human scenic consumption, or other desired values.

The variables

World population growth

World human population is 7.6 billion in 2018, Figure 4. It is projected to increase 27% over the next 30 years to 9.7 billion in 2050 (www.worldometers.info). The growth in this metric alone presents a carrying capacity challenge to planners and designers of land resources.

Figure 4 World human population is 7.6 billion in 2018 (The Economist, 2011, October 11).

Emerging origin markets

Minimised travel barriers, due to increased speed of transport, relaxed national borders, ease of information access on the Internet, and the high status of travel as a leisure activity, mean travel is more accessible and has spread to new tourist origin markets, such as China and India. New origin markets, especially, are likely responsible for 'mature' destinations experiencing further tourism growth, such as the Mediterranean with 8% growth from 2016-2017 (UNWTO, 2018). 'New' destinations have an opportunity to learn from the positive and negative experiences of mature destinations, together with the insights from research, such as those demonstrated in the TALC model, in order to manage, plan and design for growth.

Time scales

Although the original TALC model, Figure 1, did not have a time scale, due to technology and accessibility, the general consensus is that destinations are going through such a cycle in a few decades at most (Butler, 2011, p. 7). This shortened time scale puts emphasis on planning a resilient strategy to navigate the destination life cycle and requires strategic planning to achieve or maintain resident and visitor quality of life that is not negatively affected by the decline stage, or any other stage of the model.

Thesis Components

Inquiry

The approach for this thesis treads a path through a description of my own experiences and relationships with destination regions to *position my approach* to the research and why I chose to investigate this aspect of landscape architecture. It then progresses to the *context of tourism growth* and its current perception in published media is outlined. It then approaches the inquiry by *reviewing academic literature* on quality of life and wellbeing, slow tourism and visitor-host perceptions.

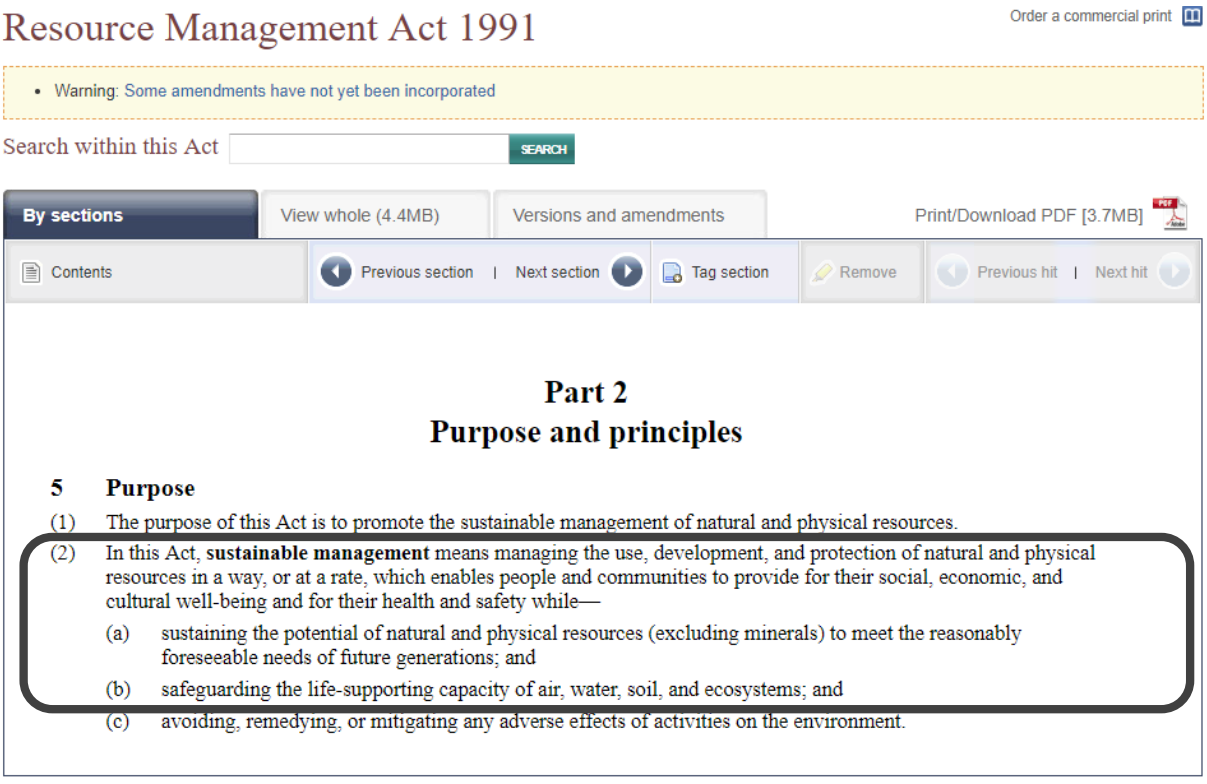
Design for growth

The thesis uses *slow tourism* principles to propose a framework to create *social and environmental* design interventions. To apply the design interventions, *Kingston*, New Zealand was chosen due to its close proximity, within a 45-minute drive, to Queenstown, a major, and still growing, New Zealand tourist destination. Potential residential development spill-over into Kingston, driven by Queenstown's tourism growth, offers a prime challenge to design for local quality of life in preparation for the township's evolution. Finally, the *designs are evaluated* based on the proposed framework, with a final *discussion*.

Imperatives to design for Quality of Life

Wellbeing in the Resource Management Act

In New Zealand, the Resource Management Act (RMA 1991), states that communities must provide for their social, economic and cultural wellbeing while safeguarding the sustainability of the environment, Figure 5. It is a requirement for local governments to uphold the national legislation in their short and long term District Plans.


Resource Management Act 1991

Order a commercial print

- Warning: Some amendments have not yet been incorporated

Search within this Act SEARCH

By sections | View whole (4.4MB) | Versions and amendments | Print/Download PDF [3.7MB]

Contents | Previous section | Next section | Tag section | Remove | Previous hit | Next hit

Part 2
Purpose and principles

5 Purpose

(1) The purpose of this Act is to promote the sustainable management of natural and physical resources.

(2) In this Act, **sustainable management** means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and

(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

Figure 5 RMA (1991) Part 2 Section 5.2 (Parliamentary Council Office, 1991).

Inclusion of these four elements as categories essential to human quality of life in New Zealand legislation passed in 1991, suggests that the New Zealand government is a relatively early adopter of broad progress measures, when compared to examples such as France, where the Sarkozy Report, 20 years later, in 2009, recognises GDP or GNP as a 'seriously deficient' standard of social progress (Easterlin, 2010, p. 120).

Four wellbeings

There is a statutory recognition in the RMA of the 'four wellbeings' (Salter, Laing, & Hill, 2016, p. 5). The four wellbeings are categorised as economic, social, cultural and environmental. These wellbeings are not presented in a hierarchy, which implies that they should be considered and weighted equally in decision making, with any trade-offs resulting in a balanced or optimised wellbeing outcome. However, it has been identified that recent changes to the Local Government Act (LGA) and RMA have had an emphasis on *efficient* outcomes rather than *quality* ones which are more likely to offer wider or longer term benefits (p. 2). Focusing on efficiency suggests focusing more on cost reduction and speed, and less on integrated and sustainable outcomes.

Quality of Life for the District

Queenstown Lakes District Council (QLDC), the local authority for Queenstown, Kingston and surrounding townships, does incorporate the four wellbeings into its Mission Statement. The Mission is 'to enhance the quality of life for all people within the District' (by carrying out sound social, physical and economic planning), Figure 6. (Here, it appears social and cultural have been combined due to their close relationship). For a major tourist resort destination, 'all people within the district' suggests both residents and visitors. This is potentially challenging as these two groups may have different needs, standards, and expectations of quality of life.

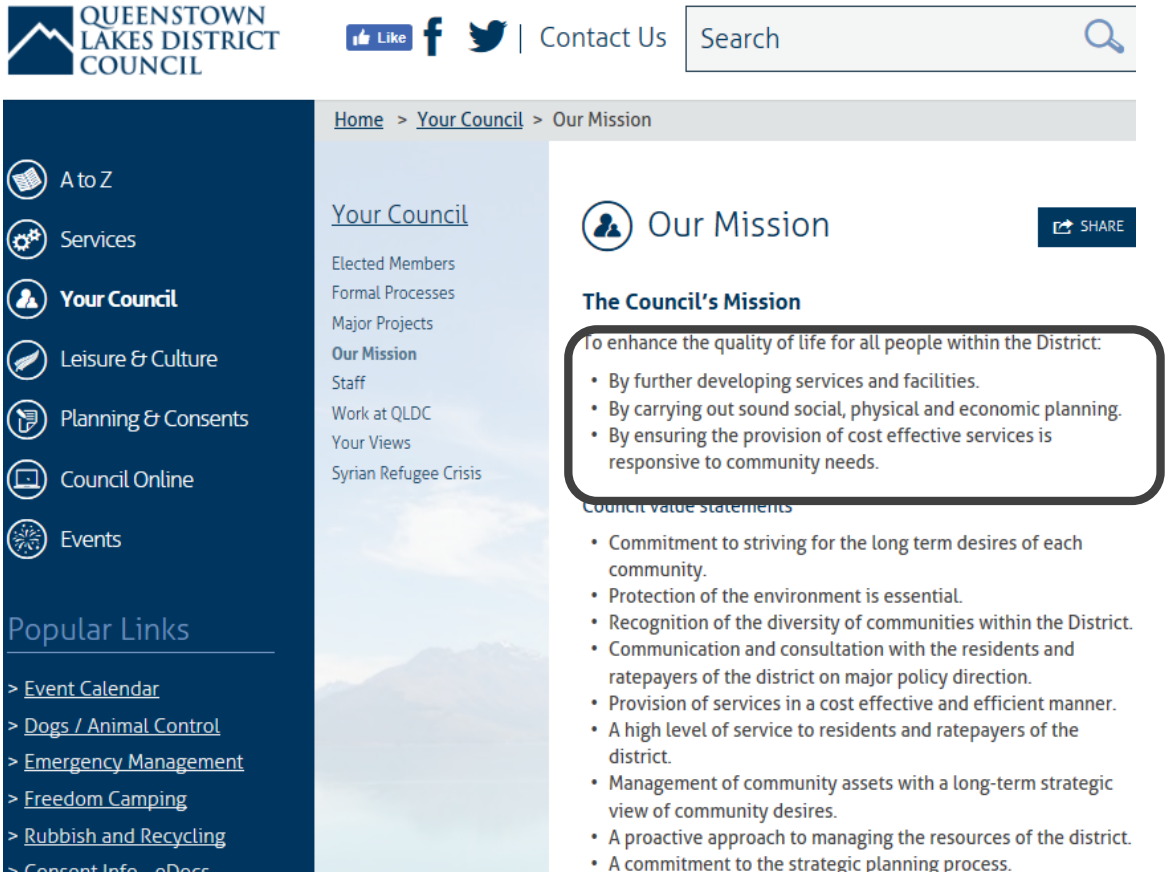


Figure 6 QLDC Mission to enhance quality of life (QLDC, 2003).

Categorising resources

Quality of life, in general, is based on a successful economy combined with the environmental and social quality of resources (Uysal, Sirgy, Woo, & Kim, 2016). So how might the Council's landscape plans and designs influence, in particular, the environmental and social quality of life? Greater volumes of visitors can contribute to local economic gains, but can overburden local environmental and social infrastructure. A degraded or declining quality and availability of resources could displace residents or cause them to feel marginalised.

Balancing resource outcomes

The challenge for host communities to grow economically without displacing residents is widespread. For example, Barcelona, Europe's third most visited city, has faced housing shortages and widening inequality, due to residential homes being let to visitors. Graffiti in Lisbon suggests animosity towards growing visitor numbers, Figure 7, who potentially hamper daily life processes, such as crowding on public transport.

Figure 7 'Mass tourism = human pollution' graffiti in Lisbon, Portugal (Skipworth, 2017).

Locally, the Tongariro Alpine Crossing walking track is a depleted experience for residents, as well as visitors, due to the high numbers of walkers, and often unprepared visitors, on the track, Figure 8. 'Crowding was now a major complaint, and was referenced in 40 per cent of online visitor reviews on the crossing' (Mitchell, 2016). Specific to the Queenstown Lakes District, published media highlights tensions between residents and visitors, Figure 9 and Figure 10.

Image removed for Copyright compliance

Figure 8 Tongariro Alpine Crossing offers depleted experience (Mitchell, 2016).

Figure 9 Local tensions (Waterworth, 2017).

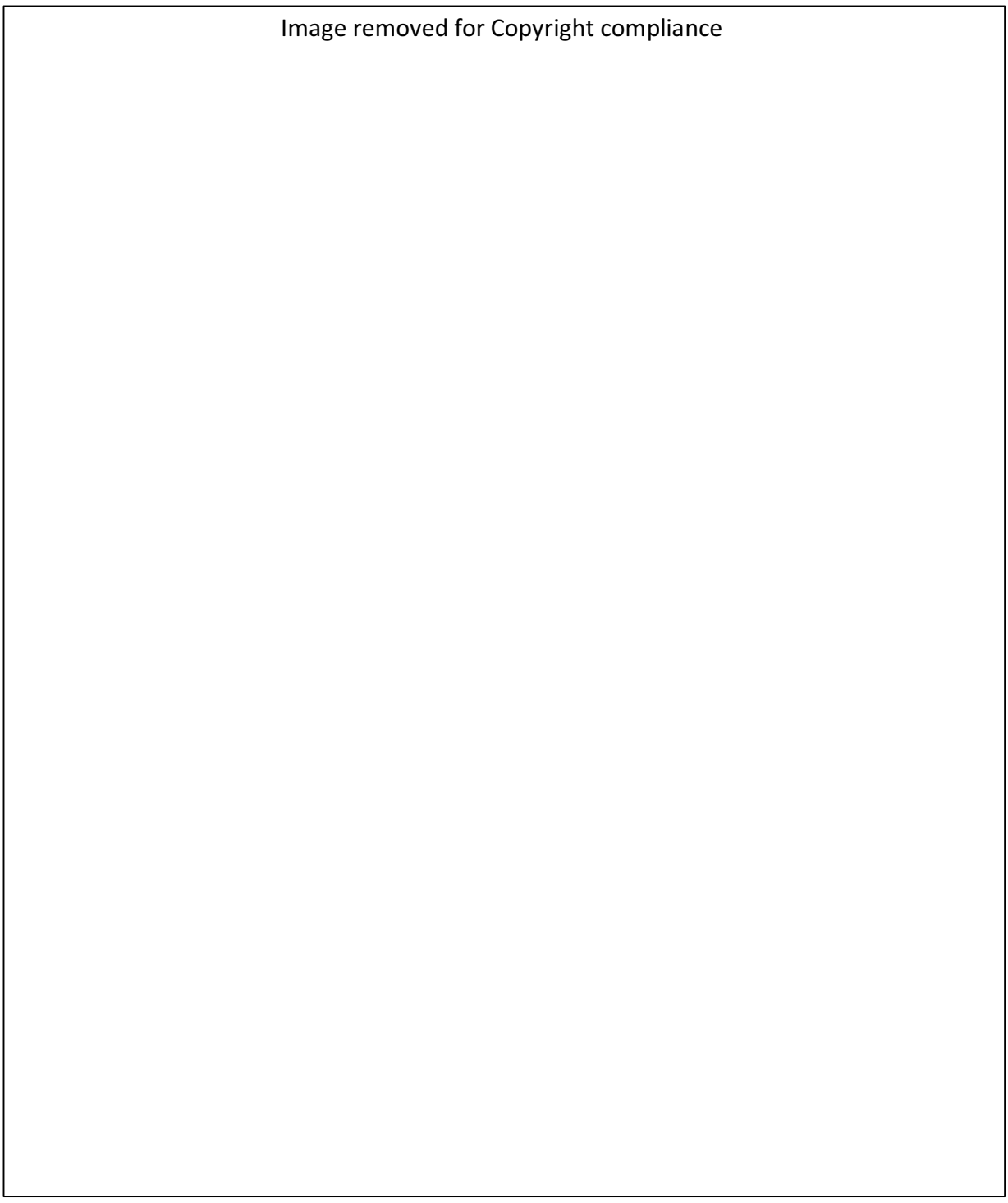


Figure 10 Local tensions (Radio New Zealand, 2018).

What are the issues?
Road congestion, crowded walking tracks, behaviour of freedom campers are issues mentioned in these articles that either directly or indirectly highlight local concerns about the negative impacts of tourism on social and environmental resources, rather than economic ones. There is growing concern over the impacts of tourism as 35 percent of New Zealanders thought visitors put too much pressure on New Zealand in 2016, up from 18 percent in 2015 (Tourism New Zealand, 2017b).

Locating NZ on the TALC model
Published media and images above make clear that visitation growth can cause a decline in resident wellbeing and generate concerns about ecological and visual impacts to regional and urban landscapes. Landscape architecture generally aims to support sustainability and, within the RMA context, must aim to enhance wellbeing. Landscape architects then, are well positioned to design in a way that avoids wellbeing declines and landscape concerns. Decline is a phase of visitation that is predicted by some tourism models, such as the TALC model. Therefore, for the purposes of this landscape thesis, this model will be applied to Kingston.

From the media, this thesis positions New Zealand, on the whole, at the 'problem' stage of the TALC model. This also applies to Kingston (and is addressed in more detail in Chapter 1: Site Selection).

Addressing the balance
The 'problem' stage has highlighted that planning and decision making prioritising economic benefits can result in environmental and social disadvantages. The use of the word 'economic' is prevalent in much of the published media, while the words 'environmental' and 'social' occur less frequently. This status quo of trade-offs may have developed as environmental and social resources have traditionally been more challenging to quantify.

Visitor - Resident interactions
The trade-off between benefits residents receive from tourism and negative social and environmental consequences of its development appears to have become imbalanced. This is significant as 'fundamental to the successful development of tourism is the balanced or harmonious relationship between tourists, the people and places they encounter, and the organisations and businesses that provide tourism services' (Zhang, Inbakaran, & Jackson, 2006, p. 182).

Visitor - Resident perceptions and responses
New Zealanders supported tourism development because of the perceived contribution to local infrastructure and facilities rather than for any other reason (Lawson, Williams, Young, & Cossens, 1998, p. 252). However, when local communities perceive the costs of tourism outweigh the benefits, they will withdraw their support for tourism, thereby threatening the future success and development of the sector. This resident response can be embodied by withdrawing from the destination.

Value of residents to tourism - Localness
Withdrawal of residents from a destination may lead to a less local experience. Residents create meaning in the landscape through their practices within it. Tourism is essentially a social phenomenon. It is about people interacting with other places and other people, undergoing experiences that may influence their own lifestyles (Sharpley, 2014, p. 38).

Value of residents to tourism - Experience
It was found that elements of the environment, both natural and built were not fully related to how individuals view place. Instead it was the extent and type of experience (Eyles & Williams, 2008, p. 23). Experience is created through practical involvement, i.e. 'doing'. Therefore, resident *practices* help to create meaning and experience for visitors.

In this instance, practices relates to the daily routines, rituals and festivals that are safe, tied to the local landscape and not generally harmful to resident or visitor. For example, the Arrowtown Autumn Festival, located a one hour drive from Kingston, in Arrowtown, is an annual 'practice' by residents within their landscape. Among other things, the festival enables residents to celebrate the end of summer and the coming of the Autumn colours within the town and on its hillslopes. The bright yellows of the turning poplars are the signature image of the festival. Therefore, this suggests maintaining the landscape of the forested hillslope is important to residents. I suggest also, that visitors to Arrowtown during the festival are likely to make the connection between the residents and the wellbeing value they gain from their relationship to the forested landscape and, in turn, that the visitors will experience enhanced wellbeing from the festival. This means that sustaining quality of life for residents (including quality of their landscapes), who are the most sensitive to local social and environmental changes, is a key ingredient in sustaining the quality of the visitor experience.

Slow Tourism

Travel recreation that actively seeks economic, environmental and sociocultural sustainability aligns with the concept of slow tourism (Fullagar, Markwell, & Wilson, 2012, p. 185). As the values of slow tourism are parallel to the four wellbeings in the RMA, it suggests slow tourism may be a sustainable framework to use for planning and design which accommodates increasing volumes of visitors while optimising the quality of life for both visitor and resident. If design based on slow tourism principles enhances quality of life it may validate design that honours local distinctiveness.

The slow tourism framework is used to guide the design of the intervention. This means any designs should respond to growth in visitation while offsetting the decline phase of the TALC model. Therefore, slow tourism is not introduced in order to design a "slow town" or "slow city". Rather, it is for visitors to experience the town, and its connection to the region, in a slow tourism way, while mitigating any negative wellbeing effects for residents.

Research Aim

Landscape design for quality of life

The aim of this thesis is to explore how community level wellbeing, which leads to 'enhanced quality of life for all people in the district' (QLDC), can be optimised by landscape design in the context of tourism growth. To rectify the imbalanced focus on economic benefits, only the environmental and social values contributing to quality of life will be considered.

This thesis uses only the relevant parts of three established wellbeing models. The PERMA (Seligman, 2011) Self-Determination Theory (SDT) (Deci & Ryan, 2000) and 6-Factor (Ryff, 1989) models were chosen as they are established models which incorporate social and environmental variables (they are diagrammed and discussed below and in Chapter 4, as well as emphasised within the design sheets in Chapter 9). It is not within the scope of this thesis to consider other wellbeing models, buzzwords or culturally specific wellbeing practices. For example, 'mindfulness' may be a potential by-product of the ultimate design, but it is not part of the guiding framework for the research.

For the purposes of this research, the most pertinent environmental and social items to landscape architecture design from the QLDC list of value statements and from wellbeing theory are summarised:

ENVIRONMENTAL

- Protection of the environment is essential, Figure 6 (QLDC).
- A proactive approach to managing resources of the district, Figure 6 (QLDC).
- Environmental mastery - understanding one's surroundings, Figure 11 (Ryff, 1989).

SOCIAL

- Meaningfulness - whereby there is a way to contribute and feel that one has made a difference to others or experienced self-growth, Figure 12 (Seligman, 2011).
- Autonomy - some choice and self-direction in the way one approaches their environment Figure 13 (Deci & Ryan, 2000), Figure 11 (Ryff, 1989).
- Social connection - opportunities for human connection and understanding, Figure 11 (Ryff, 1989) and Figure 12 (Seligman, 2011).

BOTH

- A commitment to strategic [and sustainable] planning process, Figure 6 (QLDC).
- Acknowledgement that resident and visitor quality of life support each other (Sharpley, 2014).

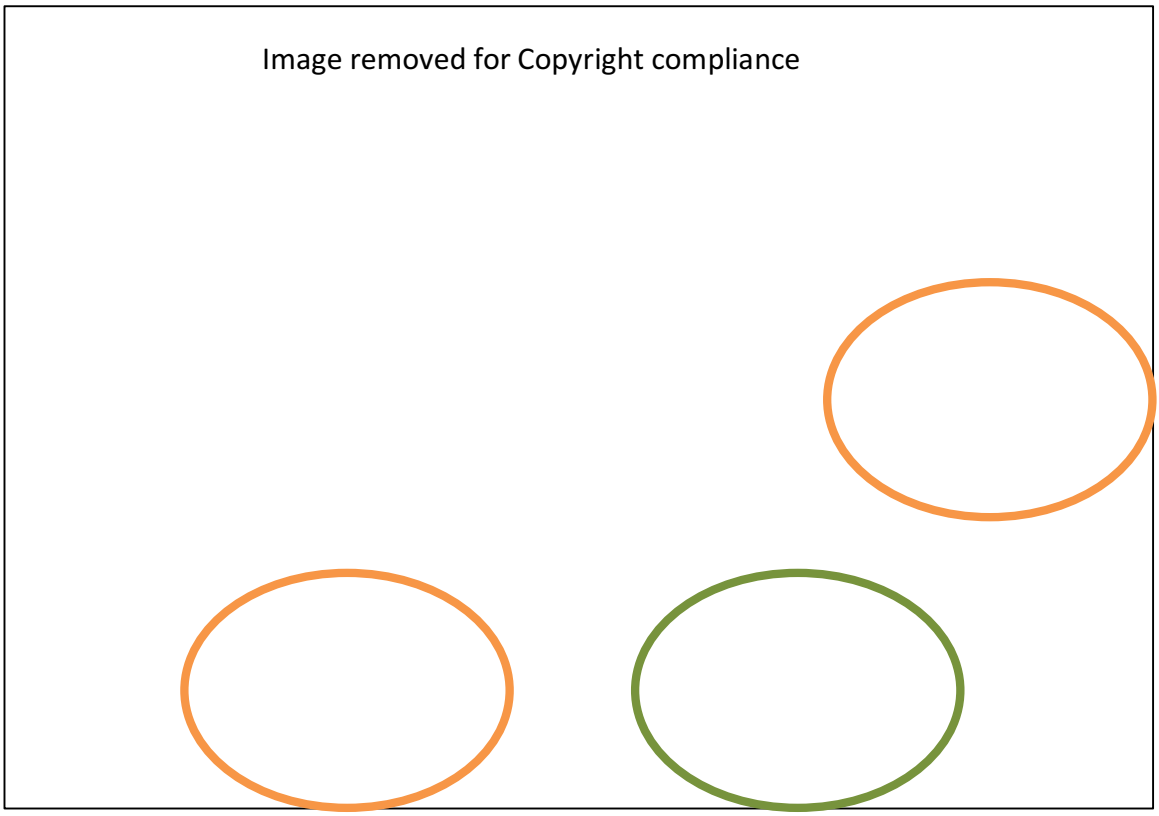


Figure 11 Ryff's (1989) Six factor model of psychological wellbeing – Positive Relationships, Environmental Mastery and Autonomy.

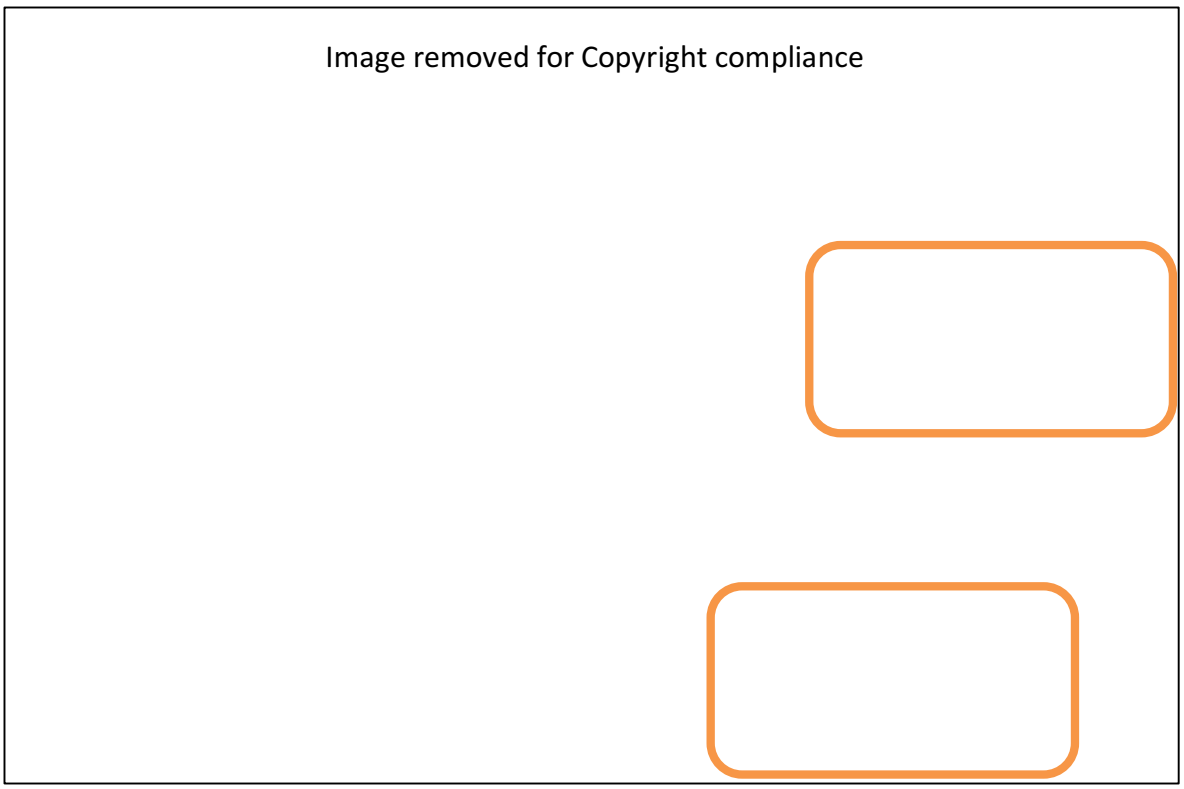


Figure 12 Seligman's (2011) PERMA model for wellbeing – Meaning and Connectivity.

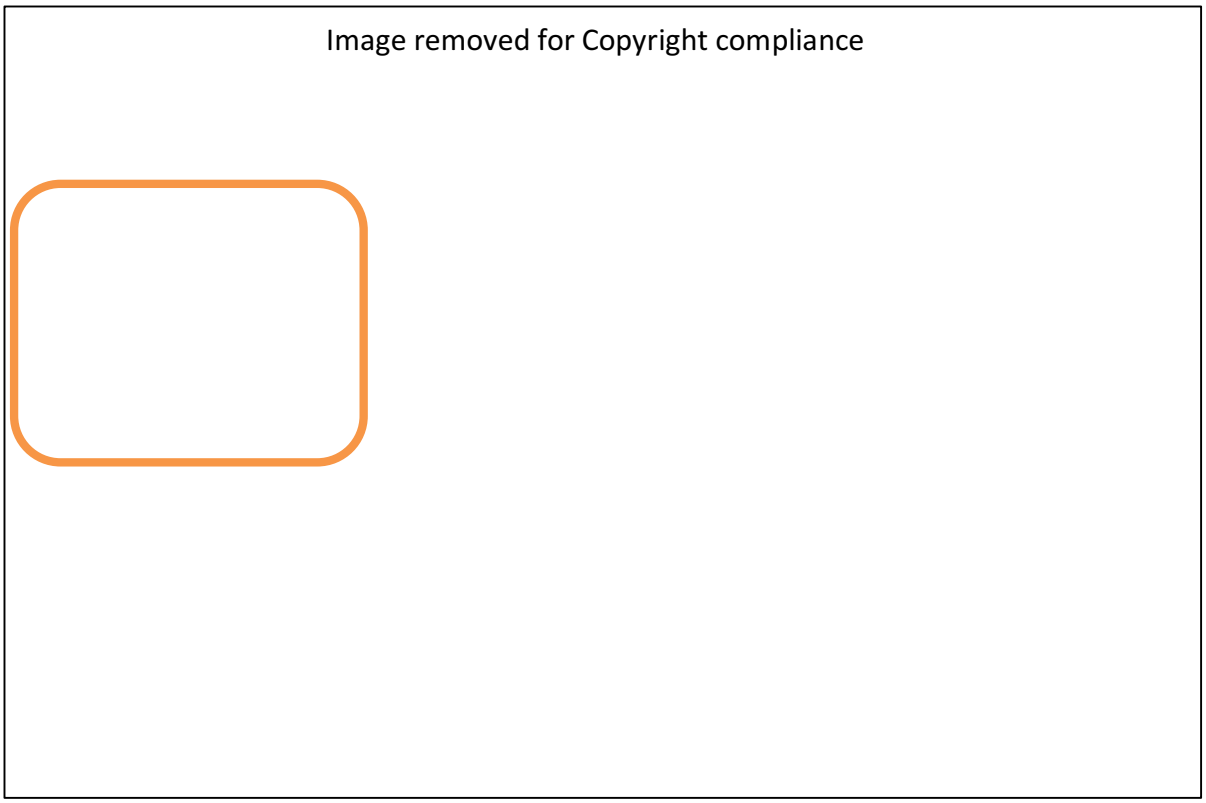


Figure 13 Deci and Ryan's Self-Determination Theory (SDT) (2000) for wellbeing - Autonomy.

Using these values, the landscape design will explore how visitor growth over the next 30 years, leading to a projected 950 new dwellings in Kingston (Ministry of Business, 2017, p. 3), can be achieved

while optimising the quality of environmental and social resources, without displacing existing residents and 'cribbies'[1]. Ultimately the design will be evaluated against these eight factors.

Research Goal

Goals

Incorporating the environmental and social values listed above, the design goal is to prepare a strategic long term visitor and resident recreation experience, which uses higher visitor numbers to drive optimal natural environmental management, and strengthen the social fabric. The vision is for an active outdoor recreation experience, catering for the needs of both visitors and residents.

The design will take the form of an accessible, active, optimal impact, nature tourism route through a variety of terrain in southern New Zealand. Ideally, a circuit route which offers single or multi-day options, to deliver environmental and social benefits to enhance quality of life.

Expanding on the above characteristics. The design of the recreation route would accommodate:

- Optimal[2] impact on the environment – enables opportunities for humans to improve the environmental conditions of the areas through which they pass. Use of local resources in innovative ways. Route designed for high traveller volumes.
  Optimal impact on social experiences – facilitates zones that can cater for different social needs, experiences, volumes, and ambience.
- Active transport – provides potential options for walking, cycling, wheelchair, roller blade, kayak, electric cart, or others (such as bike sharing systems in Montreal, 'BIXI bikes', and London 'Boris bikes', which in this case would extend to cover a regional scale circuit).
  Experience – Enables experience of parts of the landscape that cannot be accessed from a regular vehicle and the current road network. Maximise the number of ways available to move through the landscape which may be more appropriate to various seasons, e.g. faced with changing local conditions of snow, wind, sun etc.
- Caters to high visitor volumes without degrading the experience. For example, the ability to experience the stars in the night sky or the Aurora Australis, in a way that cannot be achieved in cities, yet can be achieved when surrounded by many people in the outdoors.
- Both resident and visitor friendly – provides facilities, signage, shelter, water and other requirements specifically for, or in common with, each group.
- Accessibility – available to low mobility or physical fitness, including elderly, handicapped or very young families. Safe for solo travellers and first-time outdoor vacationers.

[1] 'Cribbies' refers to 'crib' owners. 'Crib' is a South Island word for second home or holiday home. It is equivalent to the North Island term 'batch'. Cribbies visit and use their dwelling primarily for recreation on holidays and weekends

[2] Optimal in this context acknowledges there may be trade-offs but they must overall generate a balanced or positive outcome

Goals Rationale

Multi-day active leisure routes usually take a single format, either walking or cycling. (Notable New Zealand exceptions include the Abel Tasman Great Walk and the Whanganui Journey Great Walk, which combine walking and kayaking). To people not accustomed to full days of either activity, this can be physically demanding and uncomfortable. Switching between activities on alternate days or parts of days, may make the experience more comfortable and convenient, while maintaining a *sense of achievement* using the self-propelled transport and *choice* in selection of transport i.e. autonomy. It is important to maintain autonomy as it is one of three essential factors in Ryan & Deci's (2000) Self-Determination Theory (SDT) of wellbeing, Figure 13.

Growth in popularity and volumes of 'freedom campers' visiting New Zealand proves it is a popular way for visitors to experience New Zealand. When local facilities cannot cater for the volume of visitors, quality of life for residents is negatively affected. For example, noise, sanitation and scarce water availability can make daily life difficult for both residents and visitors. Mark Davies, who runs Mt Cook Village says managing the increase in visitor volumes was a challenge as 'most visitors brought cars and left waste' (Mitchel, 2016).

Greater availability of variations of off-road transport may facilitate a more remote multi-day outdoor experience for people with reduced mobility, including for reasons of low physical fitness, age or disability.

Site Selection

New Zealand

As the research on designing for quality of life is grounded within the context of New Zealand legislation, Figure 5 and Figure 6, locating the research site within New Zealand is logical and practical. Published media, Figure 9 and Figure 10, along with international visitor nights information, Figure 14, informed potential locations where tourism or visitor and host perceptions intersect.

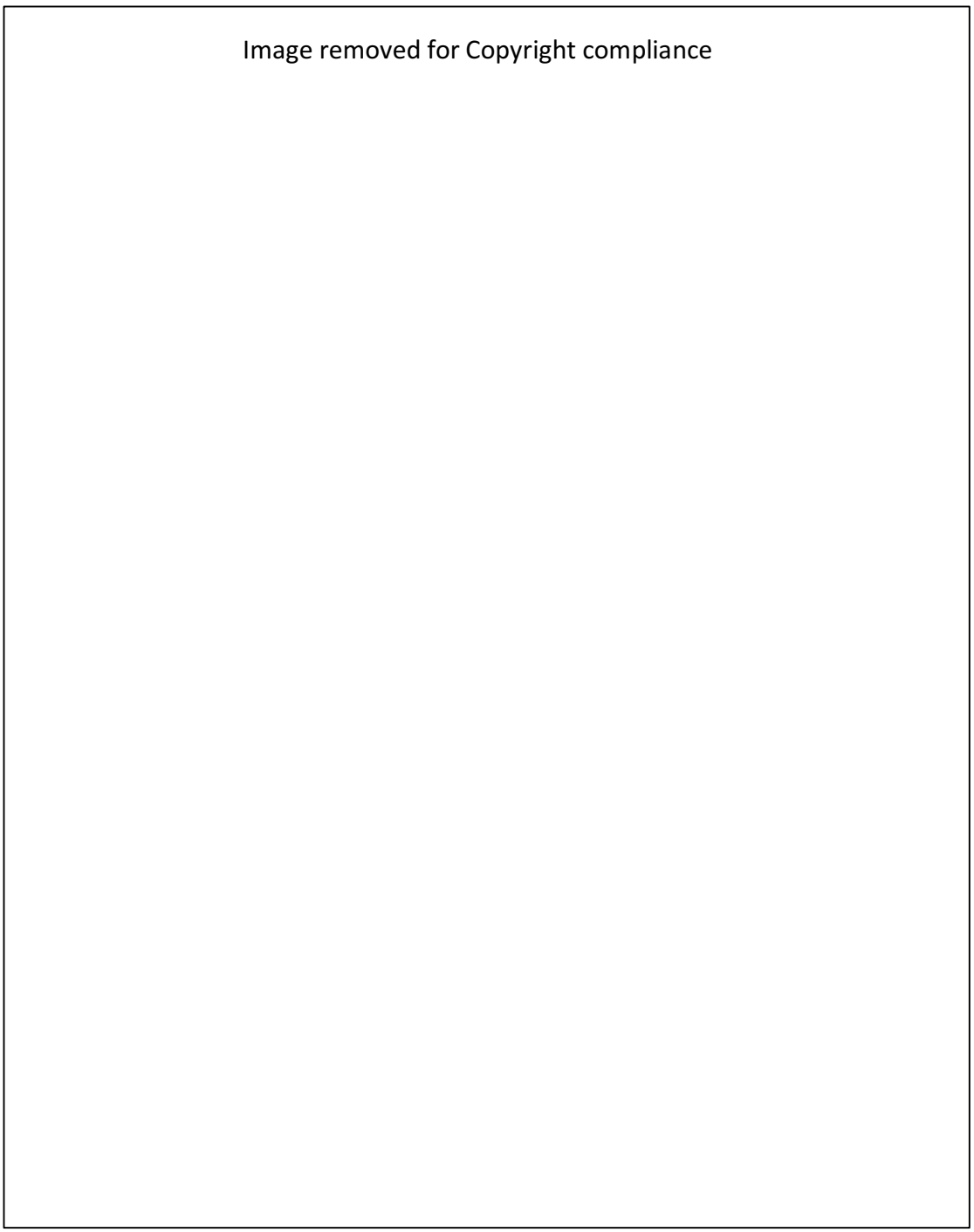


Figure 14 International visitors and nights map of New Zealand represents average visitor numbers over the past five years in the year ended the current quarter (Ministry of Business Employment and Innovation, 2017).

Otago and Southland Districts

To further specify the research site, my own proximity and knowledge of Southland and Otago led me to consider locations in these districts. As the research proposal suggested a focus on outdoor recreation, I was on the lookout for a site within these Districts, that attracts both residents and visitors, where one can find a diversity of natural environment, from fresh lakes, native forests, and dramatic mountain peak scenery to agriculture or horticulture land practices and, potentially, vantage points for the seasonal southern lights in the night sky.

Kingston

As avoiding decline in visitor numbers and in resident wellbeing as a consequence of earlier unsustainable and unmanaged growth in visitor numbers is the aim of the research, a site had to be selected where there is some potential or likelihood for mass numbers of visitors. In this thesis, 'mass' numbers of visitors only means a large number of visitors relative to the site. That is, it is not a description of a type of tourist (a 'mass tourist') as it is used in some tourism literature More clearly, I define mass visitation as unprecedented numbers of visitors and a ratio heavy with visitors rather than residents to the point where it displaces resident accommodation, transport or living and working routines and practices.

Sites were ruled out, such as the 'Around the Mountains' bike circuit, as they were not readily accessible, or too physically demanding for broad ability levels and therefore unlikely to experience mass growth of visitors. Based on my own level of fitness as a young healthy adult, the site was narrowed to Kingston a node on the Around the Mountains cycle trail.

Kingston was deemed appropriate for the landscape research based on slow tourism. For a landscape architect it offers challenges as it lies at the interface of multiple land types and uses; steep mountains, wetlands, streams, pristine lake and agricultural valley. Its situation next to State Highway 6 on the Southern Scenic Route between Queenstown and Milford Sound makes it a potential stopping point as well as its location as a transfer point between cycle trail and road on the Around the Mountains cycle trail.

Kingston lies at the Southern tip of Lake Wakatipu, almost on the border of Southland and Otago. To the north it is a 45 minute drive by car or bus along a winding and sheer road called the Devil's Staircase, which is a narrow two lane carriageway, prone to slips, ice and snow, Figure 15. To the south it is a two-hour drive to Invercargill or three-hour drive to Dunedin. However, through the late 19th to 20th centuries primary access was by boat to the north and train to the south. These services no longer run.

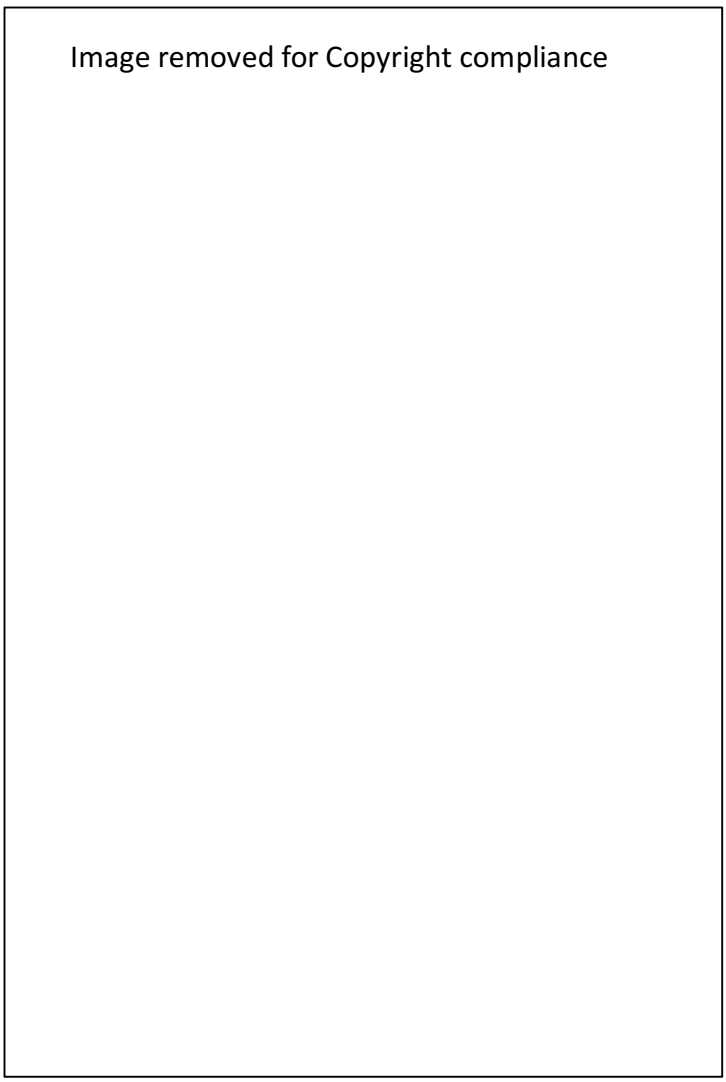


Figure 15 Kingston is a 45 minute drive from Queenstown to the north (Google Maps, 2018).

Historically, Kingston was an 'important boat building area' for Māori expeditions seeking pounamu (greenstone) (Te Ao Marama Inc., 2007, p. 11). The next wave of human settlers, from Europe, also used it as a boat building area for the construction of steamers that transported livestock, people and goods across Lake Wakatipu to remote sheep stations, gold mines, Queenstown and the Routeburn Valley, one of New Zealand's early iconic tourist destinations (New Zealand History, 2016).

This boat service connected with the train line that ran south to other cities and settlements such as Invercargill and Dunedin. With the demise of steam engines and the rise of combustion engines and cars, the train ceased scheduled service in the 1930s and ran intermittently at peak times and for tourism from that time until the present (New Zealand History, 2017). Over this 90-year period Kingston has experienced both an influx of tourists using the train service in the 50s and 70s and a decline in tourist numbers since the 80s.

Approximately 234 people are part of the Kingston community (QuickStats, 2013), which mostly consists of Invercargill and Southlander cribbies, some from Otago and a handful of permanent residents who run the café, campground and those who work, or previously worked, on the train.

Site Rationale

Kingston lies in a liminal zone between Southland and Otago, between the urbanisation of Queenstown and the rural land use of northern Southland and between the lake edge and the Eyre mountains. The prospect of becoming a 'satellite town' or dormitory suburb of Queenstown to support that town's growth positions it at the cusp of dramatic population growth, and a corresponding potential change in lifestyle and local experience, that of a primary resident place rather than a secondary residence place (QLDC, 2011, p. 274). The urban-rural fringe presents complexity for design as it is one of the fastest changing landscapes and is accompanied by demographic change and demands for better environmental management (Zhang et al., 2006, p. 189).

Tramping tracks, such as the Milford and Routeburn Tracks on the borders of Southland and Otago Districts are the most heavily used tracks of the Great Walks (Kearsley, Coughlan, Higham, Higham, & Thyne, 1998, p. 2). Perceptions of crowding, due to recreational social[3], ecological[4] and facilities[5] capacity, were found to cause displacement (Sharpe, 1999, p. 53). Already by 1998, 'crowding perceptions recorded from the survey were particularly high' in a survey of trampers on the Routeburn Track (Cessford, 1998, p. 29). A visual of this crowding perception was described as 'brightly coloured centipedes of walkers' passing each other on the trail on the Harris Saddle on the Routeburn Track (Grzelewski, 1995). The growing perception means trampers may be 'displaced into marginal seasons' in unsafe conditions by unprepared visitors, resulting in life-threatening outcomes (Kearsley et al., 1998, p. 2).

Since this research visitor numbers have continued to grow. Stats New Zealand indicates that annual visitor arrivals in in New Zealand increased from 2.4 million in 2008 to 3.8 million in 2018 (year ending in June) (2018). Therefore it is reasonable to expect either that displacement has increased or that people's perception of crowding has shifted to accept more people.

Due to the popularity of these tracks the Department of Conservation booking system is helpful to manage visitor volumes but the international reputations of these tracks requires that they are booked months in advance of anticipated travel dates. This is not convenient for local residents who may wish to take advantage of pleasant weather or unforeseen spare leisure time to enjoy these tracks.

This makes a point about how 'nature friendly' tourism can disrupt social quality of life. Spontaneity of recreational involvement is often highly valued especially by residents (Unger & Kernan, 1983). Indeed, an important reason they are living in a place may be the amenity value, which consists of desirable or useful features or facilities of a place, to which they might reasonably expect unobstructed access. On the other hand, it may be that when residents perceive visitors using and photographing and enjoying outdoor areas, i.e. valuing them, that residents place greater value on these spaces, access them more frequently and then become protective of them.

Either way, home leisure time is an important metric in quality of life. 'Satisfaction with leisure experiences at home seems to influence satisfaction with both leisure life and life in general' (Neal, Sirgy, & Uysal, 1999, p. 160). Therefore, resident perceptions of constraints on their home leisure time may be unfavourable for quality of life.

[3] 'the number of people an area can sustain and still maintain quality recreational experience' (Jubenville & Twight, 1993, p. 40).
[4] 'the impact of recreational use on the ecology' (Jubenville & Twight, 1993).
[5] 'the number of people a facility can accommodate' (Jubenville & Twight, 1993).

Established cycle routes in the Kingston region, Figure 16, which have an opportunity to be enhanced, modified or connected to each other in a research design to meet the objectives.

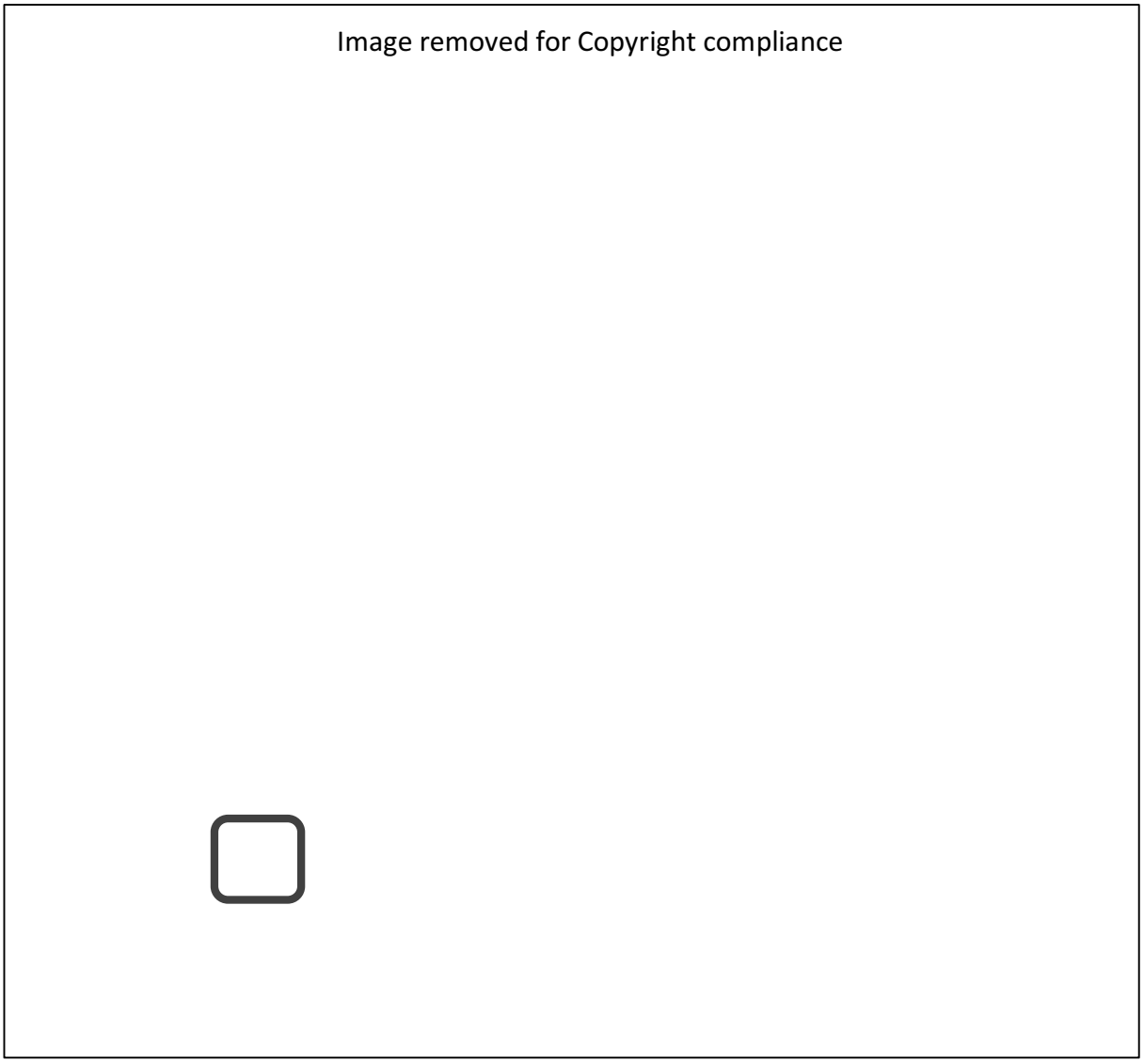
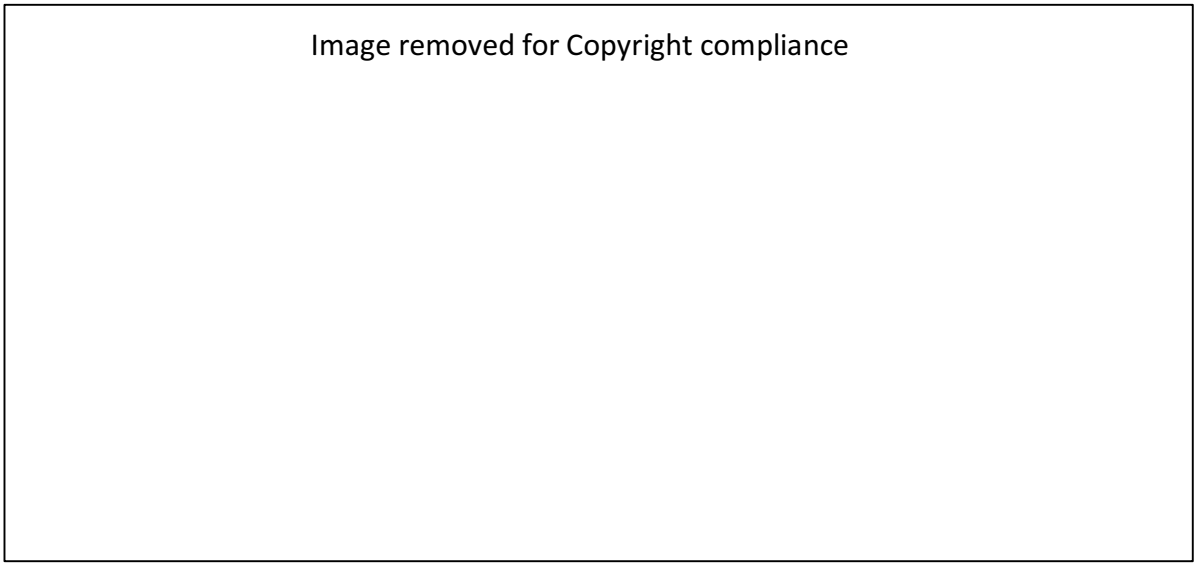


Figure 16 Existing NZ 'great rides' and 'cycle touring routes' (The New Zealand Cycle Company, 2018).

Visitor numbers, both domestic (14% growth year on year and total 1.4m in 2017) and international (11% growth year on year and total 0.6m in 2017), through Queenstown's airport, Table 1 (Queenstown Airport, 2018), along with the growing population of permanent residents (23% growth 2006-2013 and 28224 residents) (QuickStats, 2013), and seasonal workers, mean there is a very high percentage of people in the Otago and Southland Districts who are not living in their place of origin. It is therefore appropriate that for these population subgroups there is a safe and accessible way to explore, learn about, and enjoy the local natural landscape through outdoor recreation. Ideally, this includes a way to encourage quality social exchanges and New Zealand cultural experiences.

Table 1 Domestic and international visitor numbers through Queenstown airport (Queenstown Aiport Corporation, 2017).



Furthermore, Tourism New Zealand's four year strategy focuses on *regional growth* (Tourism New Zealand, 2017a). As Kingston is in a regional area and on the Southern Scenic Route, it may be subject to promotion and experience tourism *growth*. A compounding influence on this growth is that social media channels, such as Instagram, can organically thrust any location into the spotlight attracting unprecedented numbers of visitors.

Based on the rationale above, it is possible to situate Kingston on the TALC model. For such a small township it has experienced many phases from small scale tourism, tourism decline, predominantly second home township, to now the expectation of substantial primary-home residential development. At no point has Kingston reached maturity, as it has not demonstrated that it has been at the limit of its resources for quality of life, therefore I would place it on the TALC model at both the '2. Growth stage' (for locals) and the '4. Problem / Stagnation' phase (for visitors), Figure 17.

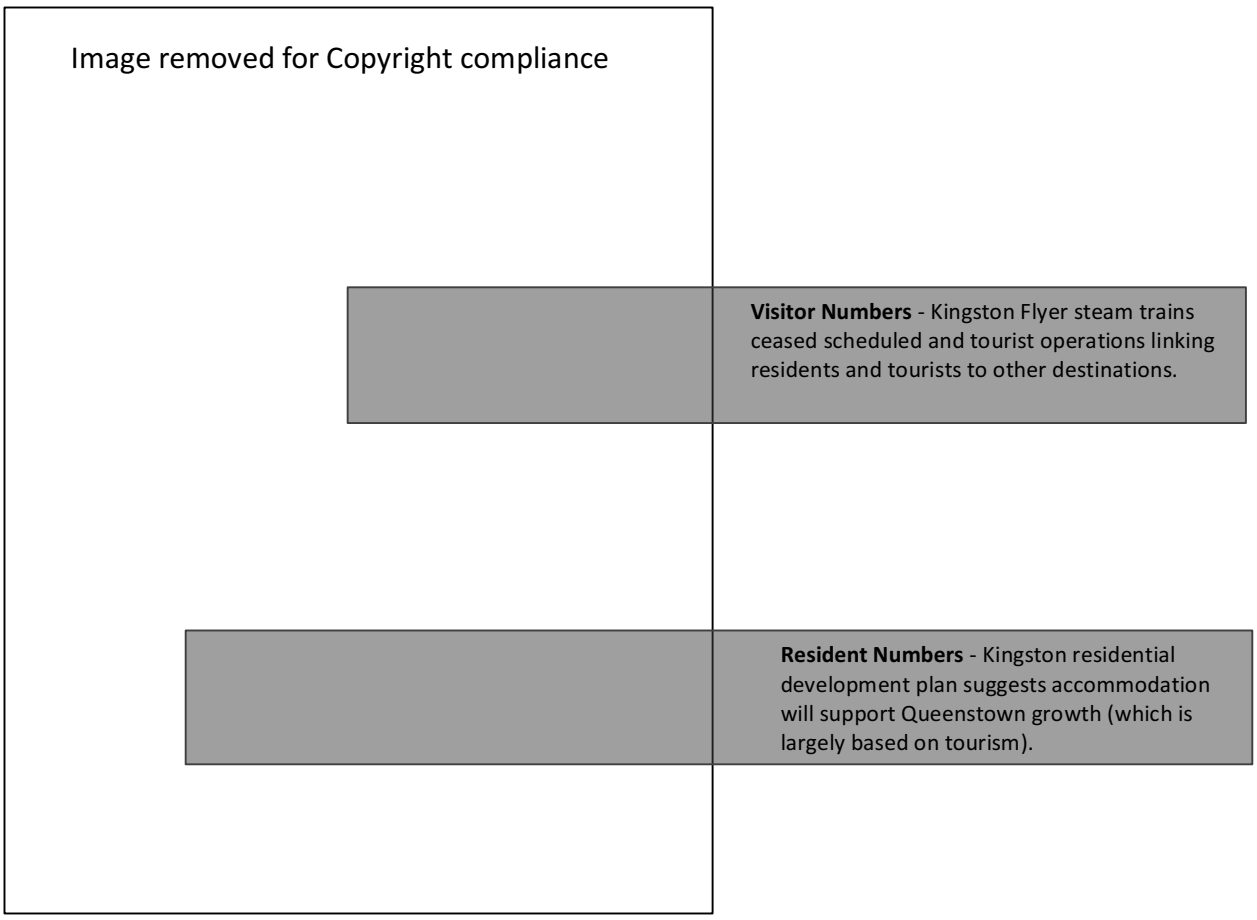


Figure 17 The five stages of the Butler Model of Tourist Area Life Cycle (TALC) (1989).

Target Situations

Based on the site rationale, there is strong reason to consider resident and visitor quality of life in the face of four-fold increase in residential dwellings and accompanying population (Ministry of Business, 2017). Based on published media there is strong reason to consider how to mitigate the negative effects of tourism on the environmental and social resources of Kingston. These circumstances guide the design brief, which is to design for enhanced quality of life in circumstances where there is likely to be:

1. Large growth in number of people living and visiting;
2. Residents and visitors interacting in shared spaces and activities;
3. People who may be non-native English speakers, solo travellers or experiencing their first time in the New Zealand outdoors with potentially low or reduced mobility and physical fitness, including the elderly.

1. Large growth in number of people

It is relevant to focus on high volumes of tourists due to rising populations, a growing middle class and relatively cheap travel costs. The likelihood that tourism and visitor numbers will increase in host communities is also based on the fact tourism research into growing the industry has resulted in knowledge of consumer behaviour to *support growth*. 'For a long time, our scholarly research activities have attempted to shed light on how to attract more visitors and how to get more people to stay at our hotels and dine in our restaurants' (Uysal et al., 2016, p. 245).

It was found that 'tourism development does benefit the host communities in the early stages of the tourism development life cycle with decreasing benefits in the later stages' (Allen et al. in Uysal et al., 2016, p. 251). As most of the benefits accrue in the early stages of tourism development, and are purely economic, rather than the later stages, this suggests growing volumes of visitors ultimately has a reduced or even a negative impact on quality of life in host communities. The TALC model also reinforces that when visitor volumes increase, decline is a potential threat (Getz, 1992).

'The negative relationship between environmental impact of tourism and health and safety is strongest in the decline stage of the tourism development cycle and weakest in the beginning stage' (Kim, Uysal, & Sirgy, 2012, p. 537). In Kim et al.'s study, this hypothesis was found to be partially supported. If it is correct, it suggests that since the strongest negative environmental effect is felt at the end of the TALC model, there is a lack of long term planning for environmental resources to meet host community needs in this final stage. Also, it is possible to infer that the degradation of the natural environment and social connectivity are key drivers of the decline stage of the TALC model. This suggests the need for research into early strategic interventions with a long term view to maintain or increase environmental carrying capacity which may forestall or avoid the eventual decline phase of a tourism area.

Though, as stated above, it is only partially supported that a negative relationship between the environmental impact of tourism is strongest in the decline stage of the TALC model, in the case of Kingston, it is reasonable to assume this would be the case. Due to the small size of the town and the wider landscape setting of open space, even a small increase in visitation could affect its social and environmental qualities. Indeed, the TALC model is agnostic about the causes of any decline phase. Decline could simply be because a place ceases to be fashionable. However, to fit within the scope of a landscape architecture thesis, and also within the realm of the four wellbeings, interventions of an environmental and social nature only, will be considered as prevention for the decline phase of the TALC model.

2. Residents and visitors interacting in shared spaces and activities

The residential requirements for quality of life within a host community will differ from those of visitors. Concerning residents, generally they 'recognise the positive economic impact of tourism development, but tend to be concerned with potentially negative social and environmental impacts' (Uysal et al., 2016, p. 246).

By contrast, for visitors, Uysal et al.'s (2016) review of the research suggests that a tourist trip in itself contributes to the quality of life of visitors. Beyond the trip itself, positive effects spill over into other life domains, such as family, work, marital, culinary, spiritual life, and more.

Along with the TALC model, studies demonstrate that the pressures of visitor growth in destination areas, leads to decline and conflicts between residents' and visitors' needs (Getz, 1992). Slow tourism, in particular, is recognised as a way to experience more meaningful travel, by creating enduring life changing consumption experiences which have long term effects on quality of life (Uysal et al., 2016). As a more sustainable style of tourism, it results in less modification of the landscape and is therefore a useful framework to look at for the enhancement of quality of life for both residents and visitors.

This suggests resident and visitor quality of life are somewhat dependent on one another. Slow tourism principles depend on identifying local culture in the landscape and the way residents inhabit it in order to create a better visitor experience. Therefore, researching ways to amplify local knowledge and appreciation of landscape and resources, will be as relevant to the visitor experience as to residents. This will ideally meet the needs of both residents and visitors and therefore mitigate any conflict due to growth pressures.

Interestingly, as the citations in the above paragraphs suggest, residents and visitors are presented as two distinctive groups in much of the research. Each group could be further refined. For example, visitors could be divided into domestic and international segments. They could be refined further to reflect language and cultural differences and so on. A visitor who stays for one month may consider themselves more of a resident than a visitor compared to a visitor who stays for one day. For the purposes of the design research it became apparent that the key was to design for resident experience and therefore it was not necessary to make further distinctions within the visitor context.

3. Introduction to New Zealand outdoor recreation

Popular and typical New Zealand outdoor experiences include viewing scenery by car, boat or helicopter and walking on tramping tracks. Tramping offers a more physical challenge than driving, encouraging a sense of self-reliance and autonomy, as well as a more sensory and potentially social way than driving to experience the journey, the scenery, sense of isolation, comradery, etc.. Gehl suggests that architecture design for a walking speed, approximately 5km/hr, has small spaces, small signals, many details and people close by. Whereas the car scale, approximately 60km/hr, has large spaces, large signals and no details and is not possible to see details or people (Gehl, 2010, p. 43).

This suggests it is relevant to research design for an active recreation trail, which is more active than driving a car while being more accessible than the current style of tramping track. This way, a trail would be available to visitors and residents who are inexperienced in the New Zealand outdoors and may have more limited physical fitness or ability than typical trampers.

2

RESEARCH CONTEXT

CHAPTER 2 Research Context

Introduction

As the author is an instrument in the research, it is necessary to delineate their position in relation to the study. This is done by explaining their own experiences and influences as these will affect the interpretation of the research and the questions they choose to pose, at least initially.

Positionality

Context
I was born in Cairns, Australia. Surrounded by hills and rainforest, it is the launch pad to the Great Barrier Reef. As the 'largest living thing on earth', the Great Barrier Reef attracts many tourists, and consequently, the local economy has experienced economic peaks and troughs associated with visitor numbers.

Both Queenstown and Invercargill, New Zealand, are where I spent summer and winter holidays with grandparents and extended family. I travelled the highway between Queenstown and Invercargill countless times, passing by, and into, Kingston, the location for this design thesis. Hence, my association with Otago and Southland districts and innate and intergenerational understanding of local lifestyles, values and pinch points at which resident visitor tensions can arise.

Three years working in Whistler, Canada, as well as volunteering in Mountain Safety operations exposed me to both the resort town's residents and winter ski visitors, as well as the landscape opportunities, constraints and tensions.

In these three tourism centres, Cairns, Queenstown and Whistler, I find a common landscape theme of readily accessible physical and visual access to outstanding landscapes of mountains and large open bodies of water, and a human vibrancy derived from the adventurous and entrepreneurial nature of the people who live there and the multicultural holiday-makers who visit.

Angle
These three places, attractive due to their landscape typology, ecosystem resources and activities that their climates afford, have all quadrupled in size in my lifetime, but their communities have not necessarily experienced or perceived increases in quality of life, which inspires me to think about sustainable destination management and growth with more holistic outcomes than purely economic ones. In other words, to use landscape design in a way that supports opportunities and encourages development that enables humans to flourish.

Potentially lessons from maturing destinations can customise and apply to beginner-intermediate destinations, in order to explore sustainable growth, maximise quality of life, minimise tensions and preserve local values through landscape design.

Motivation

Personal experiences of living abroad, along with other living and travel experiences, influenced my exploration of theory, case studies and designs. This, along with my time in the Queenstown Lakes District over the last 30 years, as a family second home for me, have developed my breadth of understanding of the local, international and time scales, involved in tourism and travel growth. Through this research, I am interested in outcomes for driving sensitively designed solutions within a tourist destination, to support quality of life in the face of further growth for yet another 30 years, and beyond.

Why look at wellbeing, quality of life and slow tourism

Indeed, in all these places, beyond literally my own dwelling boundary, am I perhaps both a resident and a visitor? Exploring trails, such as tramping tracks or the Otago Rail Trail, Figure 18, my familiarisation with each landscape, how to understand and navigate it, continually evolves. This is why I am interested in both the visitor and the host perception and believe slow tourism provides an interesting lens through which to explore these perceptions.

Figure 18 Myself on the Otago Rail Trail. Both a resident and visitor at the same time? (Johnston, 2011).

As both residents and visitors alike ultimately live and seek leisure activities in places that satisfy or enhance their quality of life, this seems an important aspect of the research. Grounding both quality of life and growth in the landscape architecture context has suggested a focus on wellbeing, as wellbeing is addressed in the Resource Management Act (RMA), and the RMA in turn, is an Act of legislation enacted to manage and guide land and resource development, i.e. growth, in New Zealand.

Timeliness

Along with my personal perspective, published media both locally, nationally and internationally, described in the introduction, Figure 8, Figure 9 and Figure 10, suggests this research is topical and highly relevant.

3

RESEARCH OBJECTIVES

CHAPTER 3 Research Objectives

Introduction

The intention of the design research is to develop a slow tourism recreation experience, using three slow tourism quality of life domains; environment, mode and experience, Table 2. The intention is for them to contribute to sustaining or enhancing environmental and social conditions of a local community.

Making a Framework

Table 2 Slow Tourism framework to enhance quality of life.

Quality of Life Resource	Environmental	Social
Slow Tourism Element	Environment (Outdoor Recreation) Mode (Transport) Experience (Meaningfulness)	

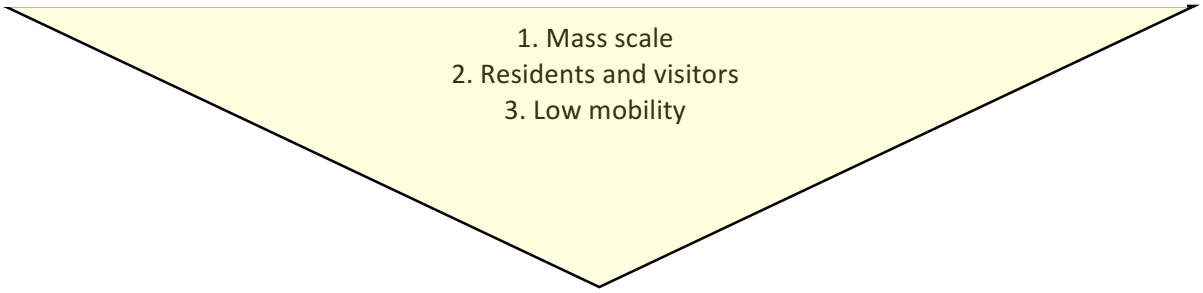
In some studies, over 100 life domains have been identified to measure perceived quality of life (Uysal et al., 2016). This research will not attempt to specifically design for other major perceived quality of life domains, such as emotional, health, material, family, spiritual, stress, standard of living and work-life domains. Nor will it focus on the other major life domains of slow tourism; value of time and activities at destination. Economic resources are a relevant overarching wellbeing resource but this is not in the scope of this landscape architecture study.

Objectives

The literature review identifies conflicts and challenges in host communities dealing with visitor volume growth. This has helped to establish objectives for the design research, Table 6. In order of priority:

- How to scale up slow tourism for large populations of visitors without commodifying the experience
- How to create a good social and environmental experience for both locals and visitors
- How to develop the outdoor recreation experience to accommodate low mobility persons

Table 3 Target groups.



4

LITERATURE REVIEW

CHAPTER 4 Literature Review

Introduction

To guide and fulfil the design vision it is necessary to review literature and refine the understanding of wellbeing and quality of life, slow tourism and visitor host perceptions. The design vision aims to resolve how more people, especially visitors, can optimise quality of life through environmental and social resources. Actual and perceived quality of life in these realms contribute to a person's sense of wellbeing. These are two of the 'four wellbeings' grounded in relevant New Zealand legislation. Therefore this review commences with an overarching review of wellbeing, then more specifically environmental and social wellbeing in relation to landscape.

As the question considers visitors and residents, three of the five precepts of slow tourism are reviewed–environmental consciousness, mode of transport and meaningfulness of experience–along with visitor and host perceptions.

The review delves into visitor and resident perceptions in order to establish if there are opportunities for mitigating negative effects and enhancing each groups' experiences. In this instance, they are presented as a dichotomy. No adjustment has been made to consider whether the visitor is domestic or international, whether the resident is permanent or seasonal. The reality is that residents and visitors fluctuate on a continuum of time and distance from a location. A domestic visitor may return to a location often over their lifetime and move along the continuum to become more like a resident. Similarly, a resident may spend long periods working overseas and gradually become more like a visitor to their home town. Subtleties in the resident visitor spectrum are not relevant to this research, where it is only mitigating the tension that is sought.

Literature reviewed was sourced from database searches using keywords from the research question and supporting topics. It contains peer reviewed academic articles and books available from the Lincoln University library.

Wellbeing

Wellbeing, in the broadest sense, refers to optimal psychological experience and functioning (Deci & Ryan, 2008, p. 1). In turn, wellbeing has been understood as a consequence of 'quality of life', both actual and perceived. Indicators of quality of life and sustainable development that can be affected by tourism can be grouped into three overarching categories–the quality of **economic**, **environmental** and **social** resources (Kim et al., 2012, p. 527; United Nations, 2002 in Stephenson, 2008, p. 127; Uysal et al., 2016, p. 246).

Typically, more significance has been attributed to economic resources, as an indicator of progress towards better human outcomes (Diener & Seligman, 2004, p. 1; Easterlin, 2000, p. 8). Real GDP per capita has been a primary measure of national standard of living conditions since World War II, despite its failure to reflect important aspects of human welfare (Easterlin, 2000, p. 8). 'Critics feared that if policy makers focused on GDP per capita they would be unduly biased toward economic growth as a policy objective, rather than striving for balanced human development' (Easterlin, 2000, p. 8). However, degradation of environmental conditions, such as fresh water lakes and rivers in New Zealand that are no longer swimmable, highlight the importance of environmental resources for health and cultural practices that are vital to local quality of life. Furthermore, research on wellbeing has undermined the assumption that wellbeing primarily depends on economic factors, especially in

developed countries, where levels of income or wealth are found to be only minimally correlated to wellbeing, if at all. One reason for this is likely to be that 'material norms, on which judgments on wellbeing are based, increase in the same proportion as the actual income of the society' (Easterlin, 1995, p. 35).

'Generally tourism is seen as an alternative route to economic growth from agricultural products' (Sinclair 1998 in Wearing, Wearing, & McDonald, 2012, p. 41). Despite international conflicts and financial crises, tourism has continued to grow, both globally and in New Zealand, and is therefore likely to continue, at least for the foreseeable future. Hence, with growth in mind, what alternative means may exist to achieve other positive non-economic impacts? Might there be a way to harness the increased human visitation numbers so as to optimise the **environmental** and **social** resources within the host community?

…

Might there be a way to harness the increased human visitation numbers in a way that also optimises the *environmental* and *social* resources within the host community?

…

Therefore, to achieve higher quality of life, environmental and social resources must be valued and measured, alongside economic resources. In the case of tourism, this presents a particular challenge for host communities. Growing visitor numbers can deliver an economic uplift, but unmanaged human population increases have the potential to degrade environmental resources and disrupt the quality of social experiences. This is potentially a particular threat in host communities, where the number of visitors can exceed the number of residents. For example, the principality of Andorra, in Europe hosts 33 visitors per resident per year (Smith, 2017) and in Queenstown, New Zealand, the number of visitors on a given night is more than half the resident population (average total population of the District in 2011 is 46,612 (28,440 residents and 18,172 visitors)) (QLDC, 2013).

'Sustainability, tourism activities, and quality of life are all interrelated' (Uysal et al., 2016, p. 257). Like sustainability, the eudaimonic wellbeing approach suggests that greater wellbeing is achieved through activities and choices that create longer lasting positive impact through developing and expressing enduring experiences of meaning, purpose and values, rather than through generating immediate hedonistic experiences of pleasure (Deci & Ryan, 2008, p. 6).

To further emphasise the difference between the hedonic and eudaimonic understandings of wellbeing it should be noted that the study of wellbeing has focused on an exploration of subjective well-being (SWB) (Deci & Ryan, 2008, p. 1). It is subjective because it involves a person rating themselves according to how much positive or negative affect they perceive they have experienced and the degree to which they evaluate their life as satisfying. Positive and negative affect are also considered to be closely related to the emotion of happiness. Therefore, due to this happiness focused research, SWB is associated with a 'hedonistic' approach to wellbeing (p. 1). However, people's reports of their own happiness do 'not necessarily mean that they are psychologically well' (p. 2). Instead, the Eudaimonic approach, is concerned with living well or actualising one's human potentials. It is about the *process* of living well and the contents of human nature that facilitate it, rather than the *outcome* of happiness (p. 2&3). Therefore, eudaimonic approaches to wellbeing, given their focus on process rather than outcomes, seem suitable to efforts to incorporate *sustainable* actions for resident and visitor wellbeing.

This presents an opportunity for sustainable tourism to incorporate sustainable resident and visitor wellbeing as part of its goals, at the individual and community levels. This suggests that visitor experiences must be managed and planned so that economic, environmental and social needs are

met for the present generation as well as future generations. Planning and designing for long term environmental and social sustainability is part of both visitor and resident experiences and wellbeing.

Environmental Resources

A building block of the environment is landscape. Landscape is a 'key local resource' (Scolozzi, Schirpke, Detassis, Abdullah, & Gretter, 2014, p. 452). Landscape consists of the physical topography and land cover, as well as the cultural overlay of built structures and land uses. It therefore conveys local cultural resources as well as environmental resources. Hence, modifying the landscape for purely tourist experiences may erode the landscape and, with it, local values. In contrast, any land form modification for residents assumes this is supported by them and represents their values. This of course may not be the case as often residential and land use modification is prescribed by developers or government bodies.

Unease about inappropriate landscape modification has been expressed by national and local bodies in New Zealand. This is in relation to 'outstanding' landscapes as well as ones which may appear 'ordinary' (Stephenson, 2008, p. 127). In the case of New Zealand, this modification is due to the growing numbers of visitors to New Zealand's scenic outdoor recreation experiences, as well as the growing number of residents in urban areas.

Wearing et al. agree that 'environmental benefits accrue when host communities are persuaded to keep local cultural elements and ecological spaces and places, and that this in turn sustains economically viable tourism' (2012, p. 37).

I propose that this does not simply sustain the economic viability of tourism, but there is also a way to design tourist experiences and activities that enhance the environmental and social resources of a host community. One avenue to explore this is through slow tourism. It is suggested that slow tourism can reconfigure the tourism destination as an 'interactive space where tourists become creative actors engaging in behaviours that are mutually beneficial to both visitors and local communities' (Lyons & Wearing, 2008, p. 6).

…

slow tourism designed experiences may enhance environmental and social resources of a host community

…

The interactive behaviours of the 'creative actors' supports one of Ryff's six characteristics of psychological wellbeing, 'environmental mastery' (Ryff, 1989), which suggests that both knowing and understanding the environment, whether natural or built, and having the ability to have some control or impact on our surrounding space is valuable to human quality of life.

Such activities, if well designed, would also enable the fulfilment of 'relatedness' in Deci and Ryan's Self-Determination Theory, (Deci & Ryan, 2008, p. 8), by connecting them to local people, place and life to make them feel, at least for a while, a part of the group of people who live and act there.

Being an active participant in the creation of environmental resources cannot always be achieved at an individual level. A community level strategy and planning approach may be needed to manage the enhancement of environmental resources, so visitors can act both for the benefit of the host community and their own travel experience.

Haybron agrees that it is not necessarily up to individuals to make themselves happier. He gives an example of an urban park, which is a collective solution for access to environmental resources and connectedness with nature (which enhances quality of life) (2011, p. 240). Haybron's example suggests there may be a similarly collective way to enhance quality of life through increased environmental resources for both residents and visitors on a community scale, in a way that produces something greater than the sum of individuals involved.

…

a collective way to enhance quality of life in a way that produces something greater than the sum of individuals involved

…

Social Resources

Cultural identity is strongly associated with the ways in which people interact with their landscapes (Stephenson, 2008). Therefore, the ways visitors identify and relate to a culture, will in large part comprise the way they see residents interacting with the landscape.

Wearing et al. agree that 'tourists take their meaning of the site from the people who occupy it' (2012, p. 42). It is therefore the local people and culture who must assert the value of their social resources, through the power of appropriate landscape modification. Their position must be supported in order for visitors to experience the way of life of local cultures.

It is probable visitors cannot fully understand how residents relate to their local environment and each other. Indeed, a lifetime would be necessary to gain a full depth of understanding! However the principles of slow tourism, which will be explored below, seem to suggest that this way of travel offers potential to generate a deeper understanding of locals and their practices, than non-slow tourism.

The retention of cultural identity in the quality of the landscapes will therefore ultimately affect quality of life for residents and the experience for visitors. Slow tourism values promote this enhancement of cultural identity and experience. It is therefore a relevant framework for design research that bolsters social resources in host communities.

Slow Tourism

'When a tourism operation actively seeks economic, environmental and sociocultural sustainability it aligns closely with the concept of slow tourism' (Gibson et al. In Fullagar et al., 2012, p. 185). 'It assumes that people can continue to enjoy their leisure time and travel experiences and save the planet at the same time' (Moore, 2012, p. 31). Slow tourism connects travel, tourism and mobilities to environmental sustainability and social wellbeing, as environmentally sustainable behaviours enhance social and cultural 'flourishing'.

Slow tourism, like the slow food and slow city movements, is a reaction to cookie-cutter products or experiences. It resists the mainstream standardisation of tourism, where the commodification of mass tourism is seen as a 'blight' (Wearing et al., 2012, p. 41).

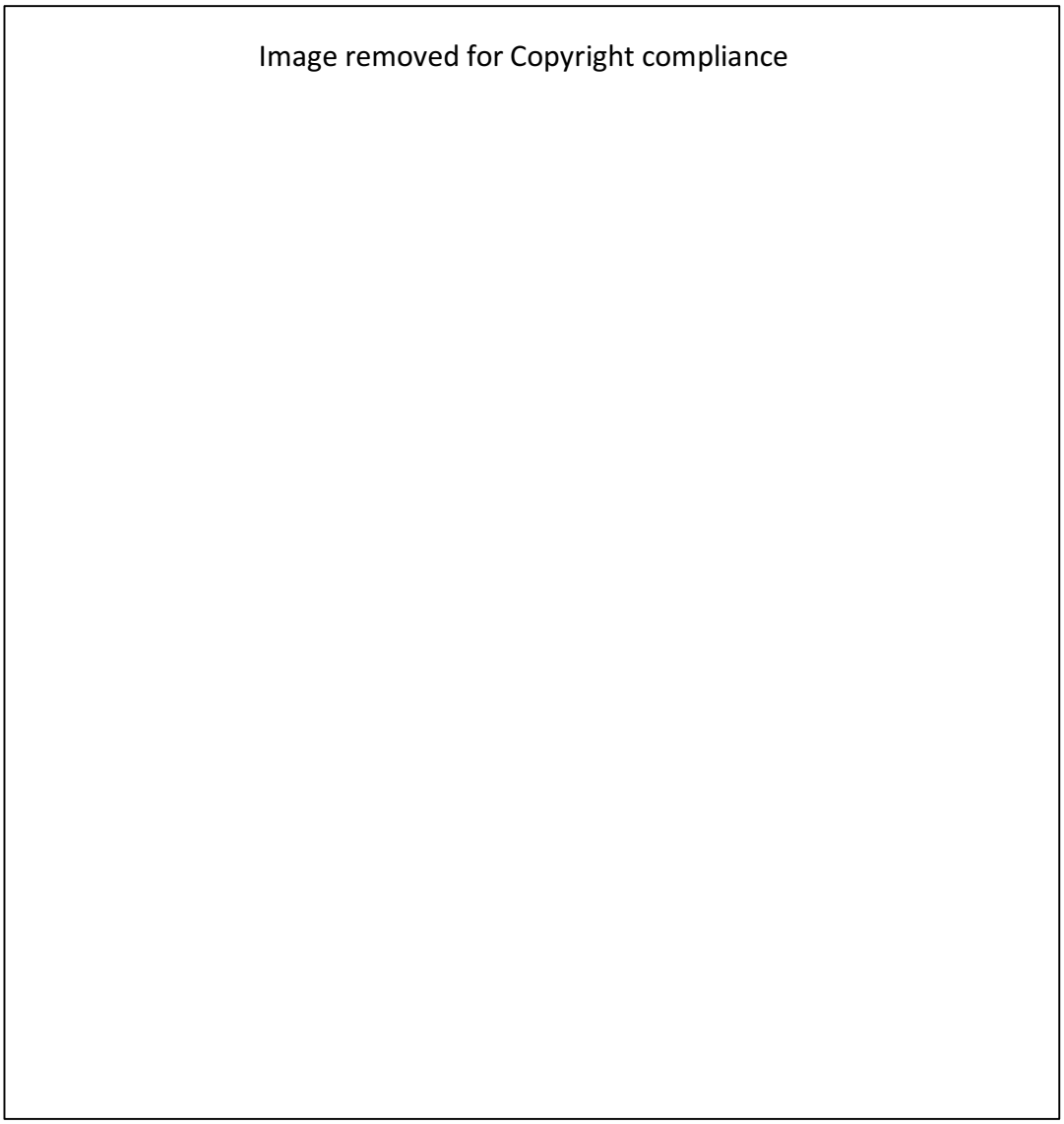
Slow tourism is a reaction to consumerist tourism, and emerged in the 1970s at a similar time as the reaction to 'hyperconsumption' in domestic life (Mulligan, 2015, p. 29). Modernisation of modes of transport at this time expedited the ability of mass tourism while strategic planning and infrastructure within host communities did not keep pace. Hyperconsumption suggested a move towards quantity rather than quality. Likewise, in its reaction to this, slow tourism is about recognising and experiencing quality and skill, rather than quantity and homogenised goods or experiences.

The assumption is that, for example, a fast-paced, group package travel experience is superficial and unsustainable. By contrast, a slow-paced individual or small group experience is more immersive with greater personal benefits. This is not necessarily the case. It is entirely plausible that a solo traveller seeking out-of-the-way experiences is motivated by superficial incentives and that a tour bus passenger visiting well-known landmarks at a lightning pace is having one of the most meaningful experiences of their life. Therefore, while commodified mass tourist experiences may not necessarily be a blight, this landscape architecture research will take the approach that slow forms of tourism allow for more interaction with the landscape and its inhabitants and are likely to generate positive wellbeing effects.

Similar to ecotourism, slow tourism is a form of natural resource based tourism that focuses on experiencing and learning about nature, and which is 'ethically managed to be low budget, non-consumptive and locally oriented' (Wearing et al., 2012, p. 39). It honours local distinctiveness and local quality of life.

Slow tourism is an anti-consumerist style of travel with roots in sustainability. It challenges the ability to have local cultural travel experiences for mass numbers of tourists, which is a challenge for the design vision and Kingston's projected growth. Fullager et al. suggest slow tourism can be seen as a 'reflection of cultural taste as distinguished from mass tourism' (2012, p. 4). However, as population and visitor growth is inevitable, this offers a challenge for how slow tourism principles can be used to manage supply issues and provide uncommodified local experiences on a larger scale. A way of visualising the differences between mainstream and slow travel is outlined in the Table of Dimensions of Fast and Slow Tourism below, Table 4.

Table 4 Dimensions of fast and slow tourism (Muruyama, 2010 in Fullagar et al., 2012, p. 175).



The 18 dimensions in Table 4 can be viewed under five defining parameters for slow tourism, which include; value of time, locality and activities at destination, mode of transport, travel experiences and environmental consciousness (Fullagar et al., 2012).

The final three have the greatest ability to be shaped by the landscape, hence the following framework of this design research:

- **Environmental** consciousness, through the lens of outdoor recreation
- **Mode** of transport
- Travel **experience**, through meaningfulness and autonomy

Through these defining parameters, overall wellbeing is achieved as a by-product, rather than set out as the primary goal.

…

wellbeing is achieved as a by-product, rather than set out as the primary goal

…

1. Environmental Consciousness & Outdoor Recreation

Slow tourism highlights the value of environmental resources through actively engaging with the environment. 'Slow tourism has the potential to change our perceptions and attitudes towards nature and the use of land and environment, as scarce resources that need to be nourished and nurtured, as opposed to being exploited' (Wearing et al., 2012, p. 39).

Leisure activities are often done in the outdoors. Satisfaction with leisure plays a significant role in overall life satisfaction. In an early study, satisfaction with leisure, i.e. non-working activities, was found to account for 29 percent of the variance in life satisfaction (Campbell, Converse, & Rodgers, 1976, p. 43).

One element of leisure is recreation. By one definition, recreation is infrequent activities away from the home, compared to most other leisure activities, which are frequent activities in or around the home (McCabe & Johnson, 2013, p. 46). Trends in activity-based tourism attest to an implicit association between holidays and non-material wellbeing (McCabe & Johnson, 2013, p. 43). Recreation, whether around the home, domestically or internationally tends to engage people in memorable and meaningful experiences, more so than does consuming material goods, and therefore it can contribute to wellbeing.

One typically non-consumerist example of outdoor recreation is camping. 'Camping and other immersive activities seem, unsurprisingly, to do more good than does merely having a view of a natural setting' (Haybron, 2011, p. 239). Furthermore, 'wilderness experiences have been used to treat a variety of health problems, and both children and adults report increased positive effects, including energy and self-esteem' (Haybron, 2011, p. 239).

Tensions can arise when a growing number of visitors displaces a local population, or displaces their access to environmental resources, such as outdoor recreation. For example, if a popular annual outdoor running event were cancelled due to the growing population of residents in the area, which meant safety concerns about cars on the event route, it might cause the organisers to abandon the event. In this scenario, it is the growth of the resident population that displaced a collective outdoor recreation activity and decreased the value of residents' own environmental resource.

However, like visiting populations, this example highlights the potential changes to the landscape of new and growing populations to a host community's recreation resources. In a sense, a limit to carrying capacity was reached without appropriate planning and development, or without valuing the outdoor recreation activity as a resource.

Similar to this example, slow tourism often depends for its sustainability on slow and considered development. It highlights the need for local communities to understand the value of their resources and then control and self-regulate their development.

…
the need for local communities to understand the value of their resources and then control and self-regulate their development
…

2. Mode of Transport

Slow tourism focuses on the journey as a valuable by-product of the travel experience, therefore, as part of offering a more local and potentially more varied experience, slow tourism 'explores the possibilities of being different, particularly moving differently' (Fullagar et al., 2012, p. 2). Different modes of travel 'permit perception change, awareness of subtleties of the landscape' and a 'sensory embodiment of the journey' (Fullagar et al., 2012, p. 4). Gehl supports this theory, when he suggests that humans prefer to cycle than drive because it activates more of the human senses (Gehl, 2010, p. 43). Wellbeing research also supports the use of slow mobilities that activate the senses. Eudaimonistic nature-fulfilment theories of wellbeing suggest that, among other things, people flourish by fully exercising their human capacities (Haybron, 2008, p. 25).

Gehl further suggests the human-scale speed of cycling or walking is necessary for vitality in urban areas so one can absorb more of the details of their surroundings (2010, p. 43). With more details comes more understanding, and understanding of our surroundings is a key wellbeing concept in Ryff's (1989) notion of environmental mastery. Slow mobilities also evoke different ways of engaging with people and places and to discover different logics and values. They are associated with the use of local transport and human-scale speed of transport, which promotes immersion and reflects the characteristics of wellbeing (Moore, 2012, p. 34).

Slow mobilities such as walking and cycling are seen as economically and physically inclusive. Therefore, travelling using these potentially means there is greater opportunity to encounter a broader spectrum of the host community. 'The point of slow travel is for the tourist-host encounter to experience a more authentic and deeper space' that is also 'demonstrably cost saving through decreased fossil fuels and material products' (Wearing et al., 2012, p. 47).

Mobility options that are inclusive of physical fitness, mixed abilities and accommodate seniors or young families may also boost the overall average community wellbeing. A cultural characteristic of modern Western societies is adulation of youthfulness, a trait promoted by materialism and individualism, which has not been found to lead to greater wellbeing (Eckersley, 2006, p. 256).

As the journey is a key element of slow tourism, how might it enhance the environmental and social resources of a host community? For example, it is probable that less long-term satisfaction is gained from the purchase of carbon offsets with a flight booking, than if there were a way to do something that embodied offsetting carbon. This would be a longer lasting meaningful experience with a greater positive effect on quality of life. Acting differently is an embodied and purposefully meaningful behaviour that draws on a sense of mastery and connection beneficial to a positive sense of subjective wellbeing.

3. Travel Experience & Meaningfulness

In wellbeing theory, eudaimonic experiences 'provide more opportunities for wisdom and exceptional insight into more complex matters of the human condition' (Moore, 2012, p. 33). Leisure studies also acknowledge a relationship between pleasure, skill and challenges of an activity (p. 29). Like a passive mode of transport, passive engagement does not offer the practice of skill, therefore does not enable long term wellbeing.

Understanding living in destinations celebrates the local, natural, traditional and sensory experiences (Fullagar et al., 2012, p. 2). It engages visitors at every opportunity in a way that adds meaningful value to residents and visitors. Therefore, residential life is important to the vitality of slow tourism. 'In instances where residents are positioned by the tourism industry as being at the bottom of the tourism hierarchy, meaningful interaction between them and tourists is difficult' and thus the tourism experience for both visitor and resident is lessened as a result (Wearing et al., 2012, p. 43).

One of the challenges and anti-values of slow tourism is 'time poverty' (Howard, 2012, p. 15). In some developed nations, such as Canada and the USA, where two weeks of vacation per year is standard, it is understandable that people may wish to see as many things as possible, by getting to them as quickly as possible, and not reflect that their quality of life may be maximized instead, by a more holistic, embodied, sensory and social journey (Fullagar et al., 2012, p. 4).

For time-poor people, slowing down may seem counter-intuitive. However, a fast checklist style of travel may ultimately feel restricting. Instead, harnessing a freedom of time, is likely to be more fulfilling. Ultimately leisure travel is about freedom of movement in time and place (Howard, 2012, p. 14).

Another way of finding freedom may be through simplicity, simplifying activities to focus on a single goal. Howard Fullagar et al. (2012) suggest that simplicity of life can reveal deeper understanding. For example, when presented with lots of information, one can usually only process it to a 'shallow and surface level', whereas less information allows one to go 'deeper in exploration, knowledge and understanding' (p. 19).

Visitor – Host perceptions

Value of host perceptions

Literature suggests that tourism development has created both positive and negative impacts on communities (Zhang et al., 2006, p. 182). 'Any impacts from tourism causing annoyance or anger in the host community may lead to problems for the long-term *sustainable* development of the industry' (Zhang et al., 2006, p. 184). Therefore, as a 'hospitality industry', tourism growth must consider the perceptions and values of the 'hosts' in order to achieve enduring positive or balanced outcomes. As 'hosts', communities are required 'to engage in a trade-off between the benefits they perceive to receive from tourism and the negative social and environmental consequences of its development' (Sharpley, 2014, p. 37).

Individual perceptions

Within host destinations individual residents hold differing attitudes towards tourism from one another based on the type and frequency of their interactions with tourists. 'People in host communities are more likely to be conditioned by the commercial basis of their encounters with tourists', compared to those who share spaces with tourists but do not come into direct contact with them (Sharpley, 2014, p. 39). This means residents who collect direct economic benefits from tourism may have a more positive response to tourism growth. For this group a balanced or positive trade-off is perceived between economic, social and environmental resources. However, this may not reflect the overall community wellbeing where others do not perceive, nor actually gain, this economic benefit. Therefore the wellbeing resource trade-offs do not result in enhanced quality of life for these people in the community.

This research however, seeks a design intervention for environmental and social outcomes, rather than economic ones. Therefore, local landscape values are used to design with subtlety and nuanced outcomes that accommodate a majority of residents.

Host perception example

In Lawson et al.'s study of 10 New Zealand tourist destinations, they found that 'with the exception of Queenstown which is neutral on the issue, all centres agree strongly that tourism has improved the overall quality of life in their town' (1998, p. 253). Therefore it would seem that as early as 1998 Queenstown residents did not perceive tourism as a benefit overall, rather they had a neutral view of the economic, environmental and social trade-offs. In another finding, 'both Queenstown and Kaikoura are both very definite in saying that their way of life *has changed* to accommodate the growth of tourism' which is in contrast to the other tourist centres in the study (Lawson et al., 1998, p. 253). This, in combination with the quality of life findings above, suggests the things that have 'changed' in Queenstown have resulted in a *neutral* trade-off in quality of life contributions, whereas in Kaikoura changes to accommodate growth of tourism have *improved* the quality of life and therefore made positive contributions.

Slow tourism and host perceptions

As stated above, the concept of slow tourism advocates for more environmental modes of travel, such as not travelling as far or as quickly, and catching local public transport or using self-propelled modes, all of which minimise a visitor's carbon footprint and enable local and social interactions. However, from a host perspective, a focus group within the Lawson et al. (1998) study found 'some members of that group were quite definite that they preferred package tour kind of arrangements which maximized the revenue from tourism into their town while minimizing the amount of contact and change to the routines of most residents' (Lawson et al., 1998, p. 253).

It is understandable that visitors using spaces or interacting with residents in ways that do not reflect or even undermine local values could be disagreeable and therefore a positive trade-off benefit is perceived from a concentrated economic input, while negative social and environmental impacts are minimised. This is where the mode of transport, meaning of experience and environmental consciousness principles of slow tourism propose that, instead, visitors use spaces and interact in ways that support or uphold local values and by spending more time in a destination they can understand and practice these local values. Therefore it is possible this style of visitor is made to feel more welcome (and may even be less distinguishable as a visitor).

Visitor perceptions

Feeling welcome suggests a warm reception. It was found that 'the higher intensity of social relationship between hosts and tourists, the higher the satisfaction of these tourists with their stay and experience' (Pizam et al. in Zhang et al., 2006, p. 190). This aligns with the social pillars of wellbeing models; 'positive relationships' in Ryff's six factor model, Figure 11, and 'authentic connections' in Seligman's PERMA model, Figure 12. Furthermore, social connectivity seems to concentrate meaningful experiences, one of the slow tourism precepts, by developing within the visitor a richer, deeper experience and understanding of the destination, through practicing the local values and experiences.

5

CASE STUDIES

CHAPTER 5 Case Studies

Introduction

In order to identify common design themes, several case studies of local and international outdoor recreation experiences and destinations that display elements of slow tourism were evaluated, see analysis process examples in Appendix, Figure 61. They were evaluated based on the framework identified in the literature review, summarised below in Table 5, especially for their spatial qualities in meeting the needs of the target groups. Common themes were gateways, economies of scale, non-tourist-specific modified landscape, local control, safety, constrained choice and pace changes.

It is important to note that the case studies are to be considered in a generic sense in order to help explain the design brief. They showcase precedents where local design solutions have enhanced local experiences. They are intended to ignite lateral design thinking about a specific locale for a landscape architect. They are not intended as direct solutions for Kingston.

Table 5 Slow tourism landscape design framework.

Wellbeing Resource	Environmental	Social
Quality of Life Domain	Environmental Consciousness Mode of Transport Meaningful Experience	

1. Mass scale

2. Residents and visitors

3. Low mobility

Case Study 1: Mode of Transport - Zermatt Switzerland

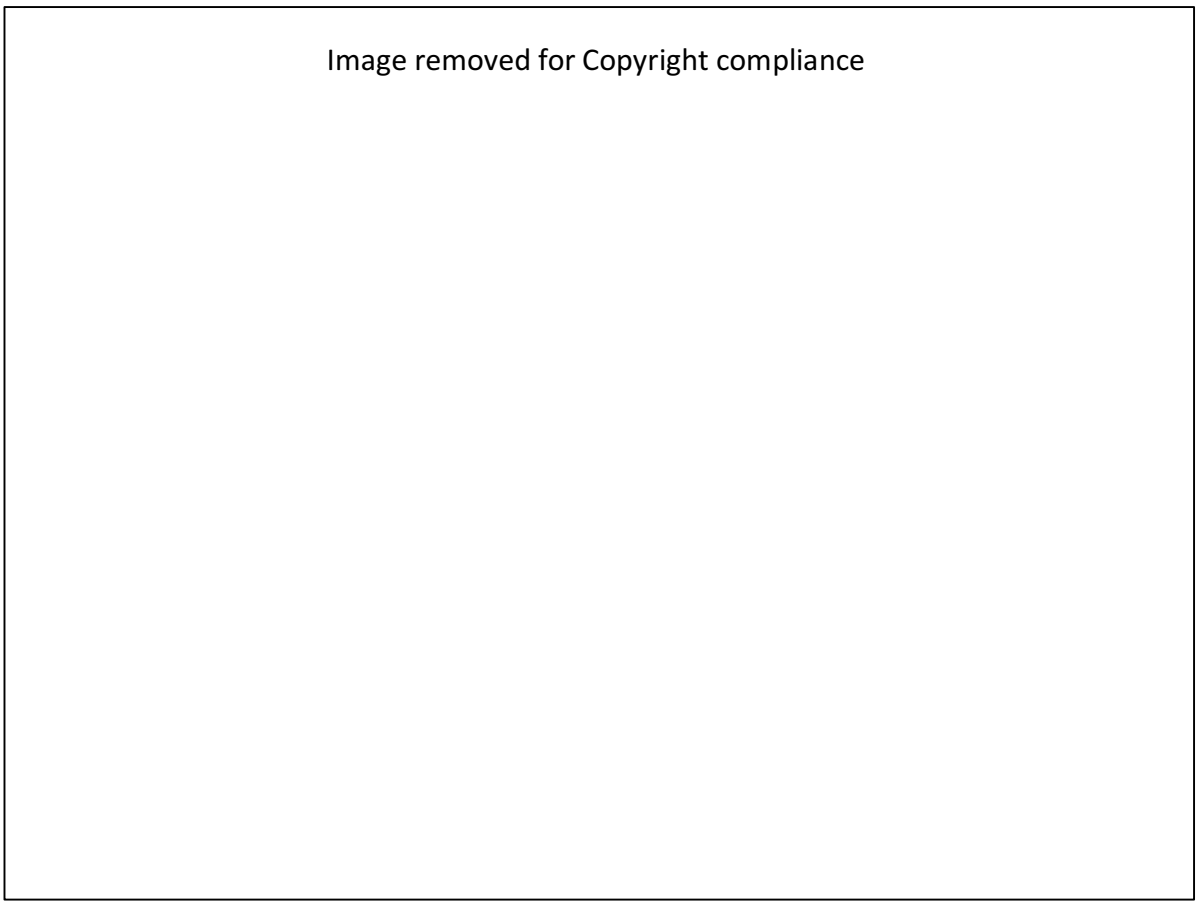


Figure 19 Electric taxis and 'buses', Zermatt, Switzerland (Zermatt, 2018).

Zermatt is a Swiss alpine village at the base of the Matterhorn, an outstanding scenic mountain peak. The constrained topography means there is only one road and one train line into the village, but several gondolas from the village access higher elevations over the steep mountains. The limited means of access to the village and the fact that no cars are permitted, requires visitors to pass through entry and exit points which become gateways to the village.

Zermatt is a pedestrian village. The only other transport option is Zermatt's trademark aluminium-constructed electric taxis, Figure 19. These options are the only mobility choices for both residents and visitors. This means that visitors experience the village the same way the residents do. Therefore, use of a Zermatt taxi becomes a local cultural experience. Along with the village's gateway points, the taxis are controlled and driven by residents which creates safety, a sense of local control, and a way in which visitors, if using the local transport, are required to interact with a resident, adding to the localness of the experience. A pedestrian village also means that the village construction layout is compact and dense, leaving a lot of open space on the surrounding scenic mountains.

This case study demonstrates that Zermatt taxis are a *Zermatt-specific design solution* to help resolve the issue of large numbers of visitors. It appears this local solution meets local needs better than other commodified solutions, such as cars or buses. Furthermore, the 'gateway' point to the village serves as a point at which to enforce a behavioural change. The focus on a localised solution to modes of transport ultimately led to a design for a new Kingston jetty. The jetty became the gateway between

water and land modes of transport. It tells a story of the local geology through its interesting design elements and it aims to deter personal vehicles and create a walkable village experience.

Case Study 2: Meaningful Experience - Camino de Santiago Spain

Figure 20 Same end goal, many start points. Camino De Santiago, Spain (Walk El Camino, 2018).

As a centuries old historic pilgrimage, the Camino de Santiago in Spain, Figure 20, embodies slow tourism, as the experience is about the journey and the personal growth experienced along the way e.g. traditionally an act of religious devotion to become closer to Christ. As such, the meaning is found within the voyage itself, rather than at the end point. This is not to say the end point is not extremely meaningful, but its meaningfulness in part originates from how it was obtained. The end point does unite travellers in a common purpose and goal, no matter their individual personal reasons for their journey.

All travellers on this journey experience the same conditions. There is only one accommodation option with one meal option at each point along the journey. This standardisation also adds to the sense of common experience and camaraderie.

The walking, cycling, horse-riding only modes of transport create a reduced environmental impact, while adding physical and sensory elements to experiencing the local landscape.

Depending on physical ability and time availability, there are many choices of places along the Camino to drop into and commence the experience. This offers choice in the experience but it is a constrained choice, that of only distance and number of travel days. There are multiple options, but only one variable.

This case study demonstrates, not that walking is a retreat from the modern world (although it may be for some), rather that the means by which we move between places contributes to our understanding of the place and therefore the meaningfulness of our experiences.

The focus on meaningful experiences through journeys led to the design element of nested circuits. Short tracks nested within longer tracks offers varying fitness level opportunities to participate in activities, such as forest replanting along the way. This is a way to not only contribute but also offers potential for social engagement with others.

Case Study 3: Environmental Consciousness - Shotover Jet New Zealand

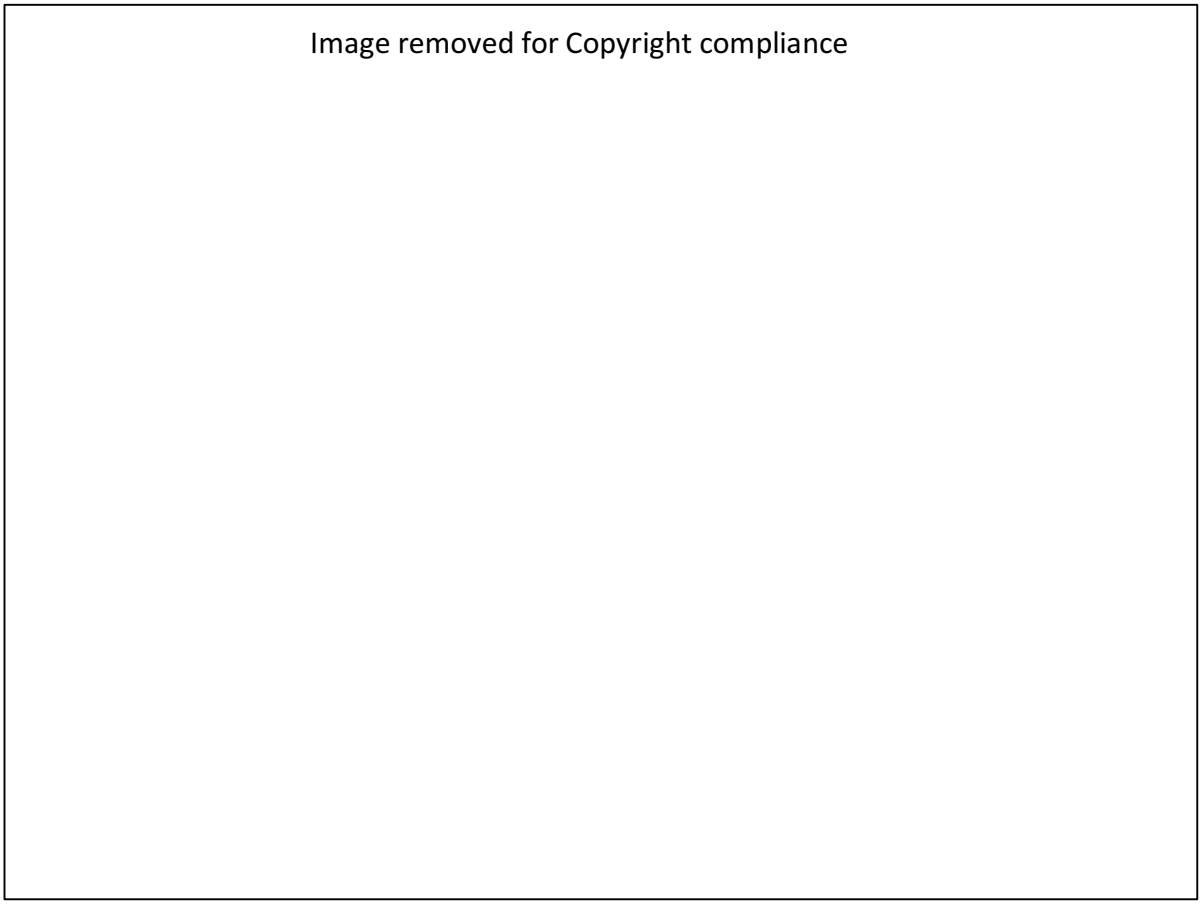


Figure 21 Shotover jet boat rides on the Shotover River, New Zealand (Shotover Jet, 2018).

The outstanding landscape and constrained topography of canyons and very shallow New Zealand rivers inspired a local transport modification to experience outdoor recreation in this environment. The New Zealand designed and made jet boats were created for people to enjoy outdoor recreation time on the very shallow New Zealand rivers.

They have evolved into a fast-paced thrill experience, which offers a new vantage point from which to view the landscape while offering a dramatic change of pace, Figure 21. The Shotover Jet company has taken over 3 million visitors on the jet boat rides during more than 50 years and left the landscape virtually untouched. The tranquillity of the river and landscape, however, particularly for residents, is interrupted when the jet boats pass by.

This mode of transport is controlled by local drivers, which creates safety. The 'gateway' access, a single floating jetty, manages visitors' information and practices. It is ultimately a very local experience tailored for a very local landscape.

This case study demonstrates that the jet boats are a Queenstown- specific design solution based on the surrounding environment, i.e. the canyon landforms and shallow riverbeds. It is indeed perhaps a reach that this lends itself to environmental consciousness, but it does provide an example of design modification based on local environment, (rather than on number of visitors as in the Zermatt example).

The focus on environmental consciousness through constrained topographies ultimately led to the design element of tiny home zones. Homes, like boats, can be modified in style or scale in order to better fit within the landscape and its processes.

Landscape Architecture Examples

Further award winning landscape architecture examples highlight how the profession can address some of the principles found within slow tourism. The following examples demonstrate how design tools, such as colour and materials, modify an experience. Natural qualities and ecological systems are also used in design resulting in enhanced wellbeing.

MODE OF TRANSPORT

Image removed for Copyright compliance

A. Te Ara I Whiti 2017 Cycle Bridge Auckland new Zealand LandLAB.
Bright coloured surface and lighting invites cyclists to use the bridge at all times of day transforming an urban commute into an experience. The journey becomes as satisfying as the destination.

Image removed for Copyright compliance

B. Cycle infrastructure 2010 Copenhagen Denmark, Gehl Institute.
'Cities for people' style design elevates people and human scale activities to the top of the urban hierarchy. Safe and wide cycling routes in Copenhagen have reinforced a cycling, rather than car, culture. The journey becomes a way to experience social and health benefits.

MEANINGFUL EXPERIENCE

Image removed for Copyright compliance

C. Kopupaka Reserve 2017 Water Detention Management Auckland New Zealand Isthmus Group.
Simple use of black and white batons creates a woven effect highlighting historic local Maori practices. This creates a greater understanding of the site's usefulness and history.

Image removed for Copyright compliance

D. Bug Dome 2009 Shelter Shenzhen China Casagrande Labarotory.
Local workers were encouraged to help with the build of this work shelter using bamboo building materials. Use of familiar materials and construction involvement resulted in a space that was more personalised and restful, and therefore meaningful, to the workers.

ENVIRONMENTAL CONSCIOUSNESS

Image removed for Copyright compliance

E. La Rosa Reserve 2015 Stream Daylighting Auckland New Zealand Boffa Miskell.
Daylighting streams tells a story of how water, land and ecology systems work and retains them as part of a richer human experience than hiding them underground or in culverts.

Image removed for Copyright compliance

F. Billion Oyster Project 2009 Living breakwaters New York City, USA SCAPE Studio.
Large scale oyster seeding in Hudson Bay in New York City uses oysters as a natural solution to environmental threats such as storm surges, sea level rise and degraded water quality.

Common Themes & Findings

Some of the common themes identified from these case studies are listed in Table 6. These will be used to guide the design research.

Table 6 Table of Common Findings from Case Studies.

Quality of Life Resource	Environmental	Social
Slow Tourism Element	Environmental Consciousness: Outstanding, constrained, local, cultural landscapes are desirable, unmodified for tourists specifically, supports local culture Mode of Transport: Pace change creates different experiences, open air, minimal choice in local transport maximizes local and resident interaction Meaningful Experience: Doing things in the outdoor landscape creates a landscape experience. Entry and exit points control direction and movement and add meaning	
Target populations	1. Mass scale: Gateways manage people and information, smaller/shorter experiences with high intensity may more readily handle higher numbers, choice between individual or group activities helps choice, autonomy. Pedestrian movement frees space 2. Residents and visitors: local facilitator means safer conditions more local control and local solutions which add to culture. Moving and experiencing things same way as residents supports interactions between the two groups, highlighting historic and current values is most valuable to both groups 3. Low mobility: New vantage point, pace change, constrained choice is helpful in distances, times and transport types, all weather options important	

6

RESEARCH PROCESS & TOOLS

CHAPTER 6 Foundations for a Design Response: Applications, Processes & Tools

Introduction

The purpose of this research is to increase the imaginative scope for ways to cater to visitor growth in New Zealand outdoor recreation. The research method follows an autoethnographical approach. This is a combination of autobiography, the study of one's own experiences, and ethnography, the study of a culture's relational practices (Ellis, Adams, & Bochner, 2010, p. 6). Therefore the researcher's personal experience and perspective is a guiding tool. It is done by using systematic self-reflection and depth of thought to explore personal experiences and connect them to wider cultural, political and social meanings. As the author is an instrument in the research, it is necessary to delineate their position in relation to the study. This is done by explaining their own experiences and influences as these will affect the interpretation of the data and the question posed initially.

Combining wellbeing, slow tourism and landscape architecture studies was an extremely complex process, with circular iterations and tangents that either led to dead ends or helped tie ideas together. There was no confusion about the context of wellbeing and the issues faced by residents and visitors. However, uncovering the ultimate framework of slow tourism and focusing on three wellbeing models were 'Eureka moments' that took a long time to achieve. These breakthrough moments were often achieved through discussions. Conversations with supervisors and sometimes fellow students over diagrams, sketches and images provided excellent problem-solving and ideas generation, but are challenging to document.

Process

The process below outlines the foundations used for a design response.

In order to resolve the research process, diagramming was used to find a systematic approach, Figure 22. This effectively was an initial checklist of items that aimed to be covered within the study. From there, a logical time line for each item, or potential thesis structure, was established. This was modified many times throughout the research and design process as new ideas and information came to light. This diagram merely offers a snapshot of the approach that most closely resembled the final process:

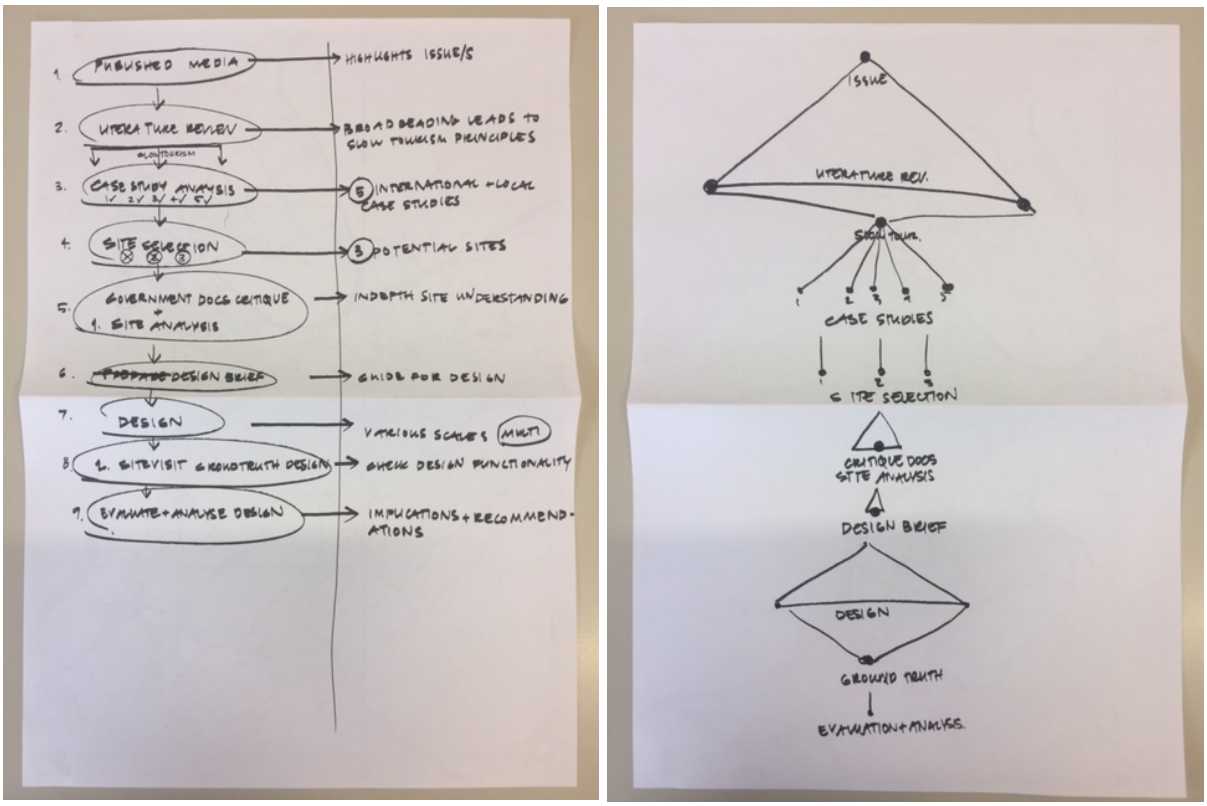


Figure 22 Diagrams of method process (Skipworth, 2018).

1. Context of Research: Positionality, the angle of the research question and, Issues identified: Quality of life and resident/visitor tensions?

- **Personal experiences**: Delineate the researcher's personal experiences relative to the study.
- **Published media**: Highlights issue of declining mental health in communities, visitor /resident tensions, and exponential growth in places of outstanding beauty and in the volumes of vehicles on the routes between these destinations. While government documents state a goal of improving wellbeing and quality of life for all. This leads to asking how can wellbeing, quality of life and our life's experiences be better shaped and more resilient through landscape architecture design?

An initial positionality was established in order to communicate my personal position to the research team, i.e., my supervisors. This was modified as the research progressed, to reflect my take on the direction the research ultimately took. Published media followed a similar trajectory where other media were selected in order to better reflect the visitor and resident tension that can emerge in tourist destinations.

2. Research question: What existing theory and analysis is there on quality of life? How is it similar or dissimilar for residents and visitors?

- **Literature Review**: Analyse the literature on wellbeing to find the best method of creating quality of life in a destination area, and for whom. Look at landscape ways of resolving the theoretical context. Use of published media highlighted topical issues, journal articles examined quality of life in depth. *Slow tourism* journal articles proved a valuable form of tourism that was suitable for an optimised experience and resources for *both* resident and visitor, rather than degraded local resources from more people. Slow tourism principles therefore set up the framework to investigate and design.

Organising and categorising the information included a physical process offline, Figure 23.

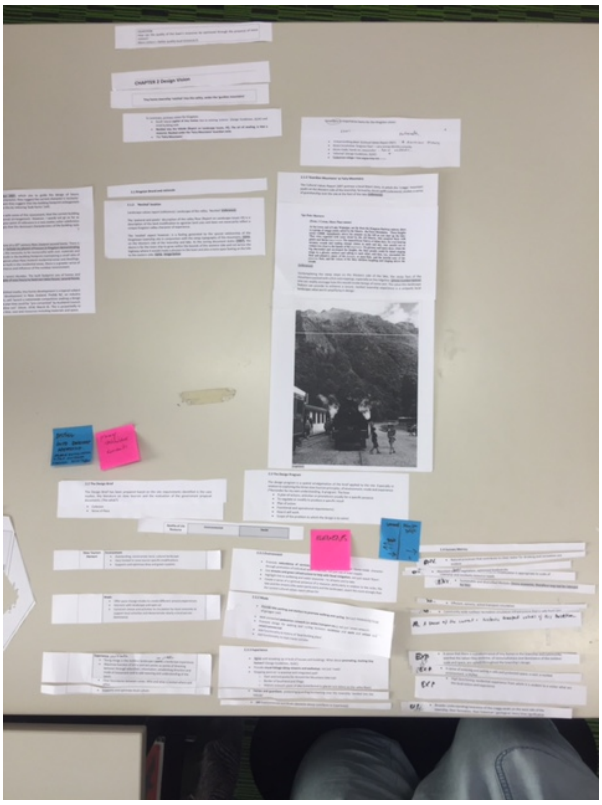


Figure 23 Organising and categorising written information (Skipworth, 2018).

Refining the contents of the literature review was a particularly lengthy process. Progress almost seemed to halt when repeated discussions spiralled on defining the difference between quality of life and wellbeing, as well as wellbeing of the group versus the individual. Delving into individuals, personality types, etc. could have gone in many directions. Ultimately, despite the frustratingly slow progress, explorations of these tangents through literature and designing outcomes at different scales, helped to confirm that for the scope of this thesis a broad view of established western wellbeing theory offers ample ignition for design and is likely to be readily transferrable to other sites and design projects.

3. Slow tourism examples: What existing townships provide examples of slow tourism principles? Analyse their spatial, landmark, typography or design features that contribute to achieving a slow tourism effect.

- **Case Studies**: Use slow tourism principles to explore designs and case studies. Evaluate case studies, look for common spatial, landscape or design elements that may suggest either positive or negative design elements (Mode Zermatt, Shotover Jet and Rail Trail, Queenstown Skansen, Stockholm and Camino de Santiago, Spain were looked at). Ultimately, this established guidelines to explore quality of life from both a resident and visitor perspective. From these case studies a site requirements and brief were created.

These case studies, and several others, were initially analysed through sketches and diagrams according to environmental and social wellbeing outcomes. As the research continued and slow tourism became another guiding principle of the design, they were further analysed according to the slow tourism framework. Further discussions with supervisors led to looking at the case studies from their landscape architecture qualities.

4. Apply the research: Establish the site on which the literature review theory and case study findings can be applied.

- **Site Visit 1**: Site appropriateness based on research and personal observations of the Kingston township. Considered several other sites in the Wakatipu Basin but dismissed due to their less suitable site conditions, especially for high numbers of visitors, being too extreme or too adventurous.

Site visit research started with 'Around The Mountains' cycle trail, Figure 24, which had all the elements of mode, environment and meaning, but ultimately the length of the trail made it too arduous for mass numbers of resident and visitor use without significant support, therefore did not fit within the scope of this thesis. Instead the small township of Kingston was selected, the finishing point for the Around The Mountains trail.

Figure 24 Boarding with bikes for the start of the Around The Mountains cycle trail (2017).

5. The current outlook for Kingston: What future is planned for this site and its development?

- **Critique proposal documents**: district government documents including cultural values report, landscape assessment report, building guidelines report.
- **Site Visit 2**: Analysis of the site. Personal experience and observations.

Throughout the duration of the research, there were also many informal conversations with people interested in my research and who had some link to the Kingston area. Relatives, friends and business owners who had holidayed, lived or worked in the township or the surrounding farmland expressed interest in the research and offered their personal insights and feelings about Kingston. Although, these conversations were not published or documented they are likely to have contributed to my analysis of the site.

6. Propose intervention for Kingston: What is an alternate future for this site in order to better achieve quality of life outcomes for both resident and visitor experience?

- **The Brief**: Prepare a design vision and programme, based on the research, to enhance the mode, environment and meaning aspects of the local Kingston experience.

Diagramming helped to understand the process of creating a design programme based on research, Figure 25.

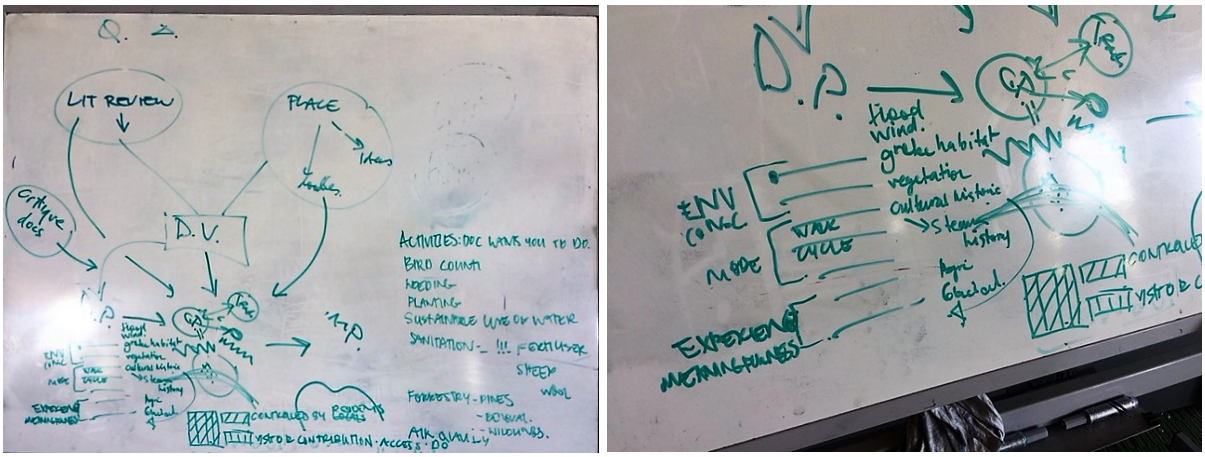


Figure 25 Using diagramming to understand process of creating a design programme based on research, Barthelmeh (Skipworth, 2018).

Throughout this process design sketches and ideas were modified to fulfil the criteria of a design at three scales to meet requirements of the landscape architecture design thesis. This stage was extremely iterative, where the design brief was modified according somewhat to the design outcomes that could be achieved. Indeed, the more refined the design became, the more detailed the brief became. This is where the strong framework of terminology from the wellbeing models and slow tourism principles became especially useful in order to keep the brief and the designs contained.

7. Design intervention for Kingston: How will this work at various scales and with existing infrastructure?

- **The Design**: Developed strategies and in depth designs at a range of scales, typically 1:3000, 1:500, 1:100, exploring the common elements and themes, adapting them in recognition of the specific character of the site. Including the following:
    - Master Plan 1:3000/2000
    - Intermediate Plan 1:500
    - Design Details Plan 1:50/20/10
    - Planting Forms and Materials Plan

Organising information and design elements in an A1 format, as per Major Design requirements, was part of the design process, Figure 26. As with the writing in the literature review, physically moving the elements already gathered, in this case sketches, maps, photos, diagrams and title blocks, was extremely helpful to resolving, refining and communicating the designs for Kingston.

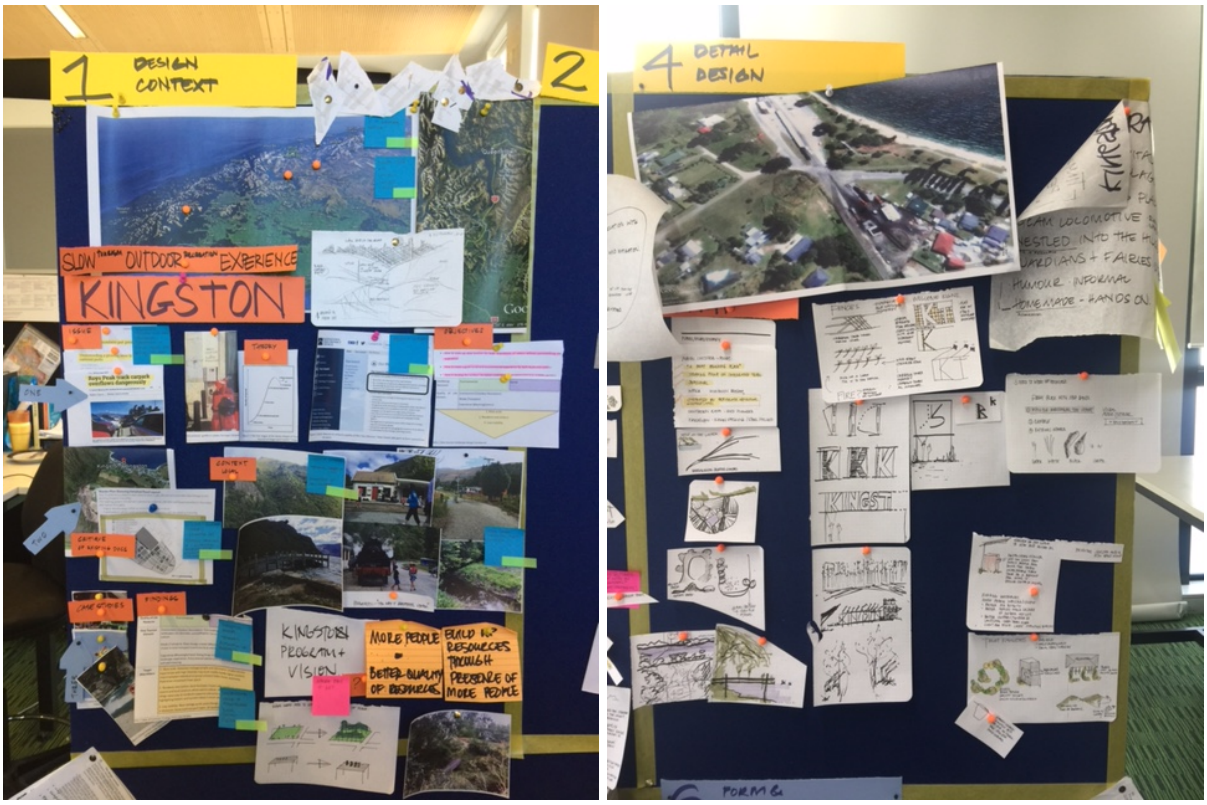


Figure 26 Design process on A1 format (Skipworth, 2018).

When feeling stuck, various design exercises from landscape courses or online sites were used to help identify ways to amplify wellbeing, slow tourism and Kingston. Thinking about a potential logo for Kingston, for example, was a design tangent that was not used, but at the time was useful to activate design skills and thinking about Kingston's qualities, Figure 27.

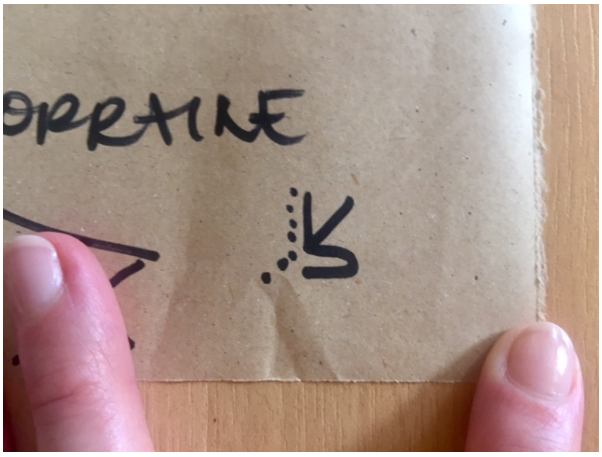


Figure 27 Design exercise, develop a town logo, attempted to prioritise important elements (Skipworth, 2018).

- **Site Visit 3**: Ground truth the design. Set up and refine the design vision considering objectives.

Every site visit and every conversation deepened my understanding of Kingston land forms and local values. This enabled me, not only to refine the design but, importantly, fortified my position on the design vision and outcomes to withstand queries or critique from both those who are familiar with Kingston and those who are not.

8. Evaluation of research-based design: How effectively does this design meet the needs of the brief and the overall goals of quality of life and resolve tensions mentioned above?

- **Evaluation and Analysis of Design versus the brief or (goals and vision):** Evaluate and analyse the designs against the objectives from an evidential perspective. And also evaluate the designs based on the vision from a more subjective viewpoint.

Evaluation of my design work was ongoing throughout the entire process. As stated earlier, the brief became more detailed as the design evolved and vice versa. This meant that by the time there was some space to reflect on the design there was already a strong awareness of where its shortcomings were and where some outcomes, although perhaps not ideal, were superior to initial designs. The evaluation phase was an opportunity to reflect on these and write about them based on a more resolved version of the designs.

9. Learnings from the research: What would I recommend in future for research or design for thesis site specifically and in general?

- **Recommendations:** based on findings

Learnings were gathered throughout the entire research and design experience. Therefore, it was relatively straightforward to record these at the final stage of design. This became the final phase of this research, but it could be the basis for further research and design in an iterative and problem-solving design process that is always in motion. Indeed, the built form of the designs and their effect over time would be fascinating next stages in the research if it were feasible.

7

DESIGN VISION

CHAPTER 7 Design Vision

Introduction

The design vision is an aspirational statement which sets a high-level goal for the project. The design programme states the elements which need to be included in the design or which will further enable the achievement of the design vision. The programme is a development of the brief and states what will be designed and achieved for the site and the rationale in more detail, in order to help with concept development. It states *what* the components are, their size, number, or other distinguishing characteristics.

Design has the power to make alternative impacts. The point of this design research is to use the tools of landscape architecture, along with the wellbeing and slow tourism literature, to find an alternative impact to the decline phase of the TALC model. The vision stated below is one such potential alternative outcome. The vision was gradually formulated throughout the research process as a potential and feasible intervention to social and environmental degradation of Kingston. The vision is supported by objectives that developed alongside the vision and research and site observations. To create the Design Vision it is necessary to restate clearly the Design Question.

Design Question

Reiterating the design question
How can the township accommodate the presence of more visitors in a way that optimises the quality of the town's environmental and social wellbeing resources and therefore intervene in the decline phase of the TALC model? Or put another way, how can **more visitors = a maintained or enhanced quality of life for visitors and locals?**

Design Framework

Framework of objectives based on the research
This vision, for the development of Kingston township, will support the quality of life for current and future residents, while acknowledging and preparing for potential encroachment of space due to both residential and visitor growth. It upholds an uncommodified experience, which is distinctly related to the local landscape and therefore likely to enhance quality of life for both a resident and a visitor. The Kingston vision is based on the slow tourism framework established in the introduction, which focuses particularly on environmental and social quality of life, Table 7.

Table 7 Slow tourism elements in a framework for quality of life while managing growth.

Quality of Life Resource	Environmental	Social
Slow Tourism Element	Environmental Consciousness Mode of Transport Meaningful Experience	

1. Mass scale
2. Residents and visitors
3. Low mobility

Kingston Design Vision

Introduction

The vision and objectives have been established based on the theory from the literature review, the case study analysis, and analysis and critique of the QLDC Operative District Plan (QLDC, 2011), Cultural Values Report (Te Ao Marama Inc., 2007), Kingston Village Subdivision Guidelines (QLDC, 2010), Review of Draft Masterplan (Vivian+Espie Ltd, 2007), Housing Infrastructure Fund Call for Final Proposals (Ministry of Business, 2017) and published media that highlight topical and relevant strategies.

Vision

Kingston is a tiny home township 'nestled' into the valley, under the 'guardian mountains'

Broadly, the rationale behind this vision is to amplify and give reverence to the existing township's positive functional qualities and experiences for humans. The vision intends to ensure historic and current functions, landmarks and histories endure as lived experiences rather than leaving them to become relics or unknowns. Through this vision, the aim is for Kingston to uphold and truly live its unique landscape qualities no matter the extent of visitor or resident population growth.

The three distinctive components of the vision consisting of the tiny homes, the nestled quality and the guardian mountains are strongly supported by a rationale that derived from site observations

alongside further research into their characteristics. This particularly activated landscape architecture skills of visual and character assessment. The rationale informed the objectives which in turn gave more structure and focus to the rationale.

Objectives

- Create multiple tiny homes zones
- Enable 'autonomous infrastructure' (solar panels, water collection and recycling, composting toilets etc. (energy inputs and outputs managed per residence), creates redundancy, and knowledge of processes, and avoids reliance on mass infrastructure)
- Connect and extend walking and cycling networks
- Engage residents and visitors in riparian vegetation of streams and wetlands
- Extend built engagement with the lake
- Engage residents and visitors in local history

Rationale

1. Tiny homes Rationale

Informal, eclectic, no bulk forms - Basis & subjective observations
The QLDC District Plan for Kingston Village suggests the current character is 'eclectic' and 'informal' (pp. 277, 279). For future development it acquiesces to the assumption that the building footprint enlargement is inevitable, and advise to mitigate this 'where possible [by using] design elements to visually break up the bulk of large buildings into a collection of smaller elements', reducing bulk forms (QLDC, 2011, p. 280). My personal site observations agree that the current building style has a small footprint and informal arrangement, Figure 28, Figure 29 and Figure 30. However, from my observations, the forms and building materials of Kingston residential buildings are not particularly eclectic, although they might be considered so if compared to modern subdivisions, where very strict building covenants predominate.

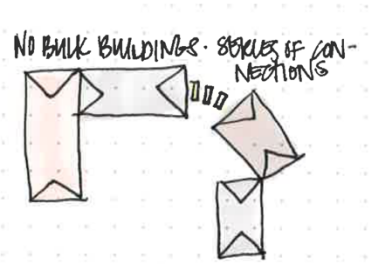


Figure 28 No bulk forms. Series of smaller forms (Skipworth, 2018).

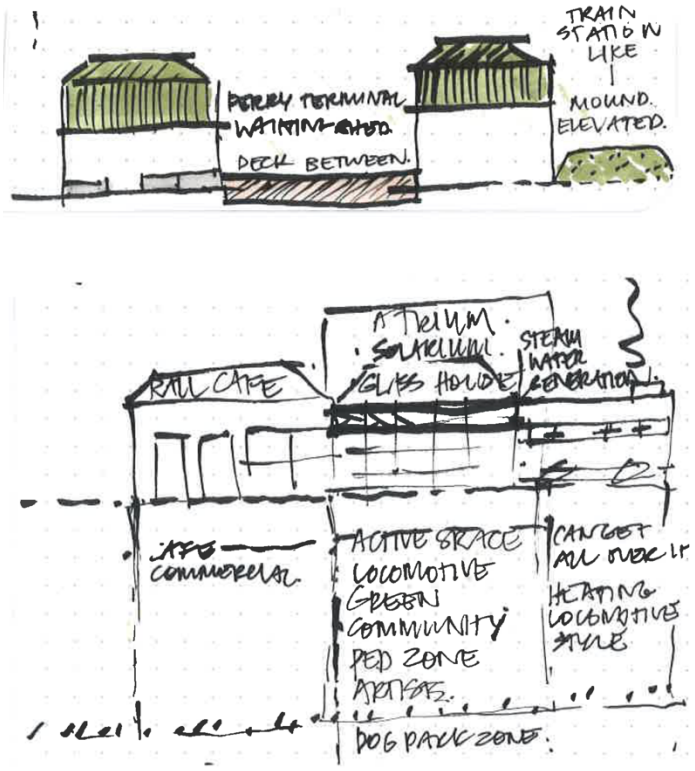


Figure 29 'No bulk buildings'. Informal and connected buildings, rather than a single large footprint (Skipworth, 2018).

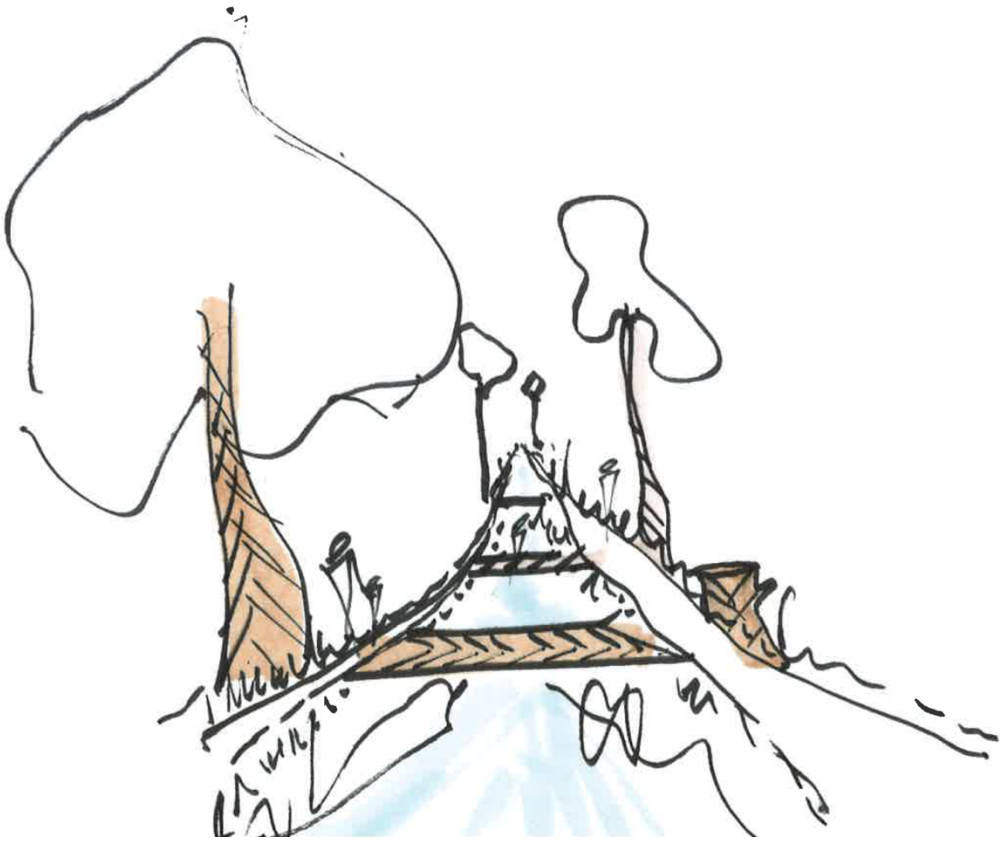


Figure 30 Retain informal bridges and greatly expand the network across the streams and wetlands (Skipworth, 2018).

Second home

Characteristics of the building size and style are synonymous with the nature of a 20th century New Zealand second home. There is a resourcefulness of space, use of materials, and an element of do-it-yourself (DIY) or hands-on approach, Figure 31.

Figure 31 Second home elements include small footprints and a DIY approach (Skipworth, 2018).

As a second home, the necessity to be resourceful with cost, materials and time spent on maintenance tasks results in the building footprint maintaining a small ratio of built form to lot size, compared to typical urban New Zealand residential areas and dwellings. As the land cover is more unbuilt than built in the residential areas, there is a greater sense of space and privacy between dwellings. The spatial dominance of the unbuilt suggests greater connection to, importance of and influence of the outdoor environment to the human experience. During my observations the scale of a large gum tree struck me in contrast to the tiny library, Figure 32.

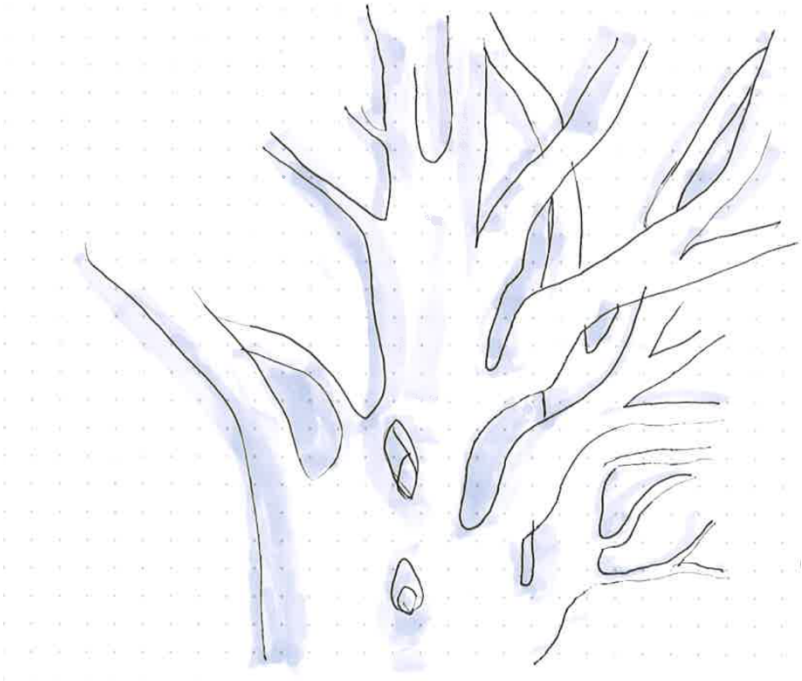


Figure 32 Scale of large gum tree seems even bigger in front of the tiny library (old school house). Emphasises nature and environment over dwelling space (Skipworth, 2018).

As existing Kingston housing vernacular has been built and established by those living in their homes or 'cribs', it is reasonable to assume this building style represents local values and not those of developers or government bodies. Therefore, establishing further development based on the existing

vernacular is not as likely to erode the local experience as transporting building footprint sizes from other parts of New Zealand or the world.

Average house size

The average New Zealand house size has increased in recent decades, from 140m^2 in 1970 to 205m^2 in 2010, Figure 33. The upturn in the 1980s is likely due to factors such as the deregulation of the financial sector in the 1980s which presumably led to more borrowing available for houses and hence consumption (through debt) of bigger houses. It is reasonable to assume that this applies to second homes as well.

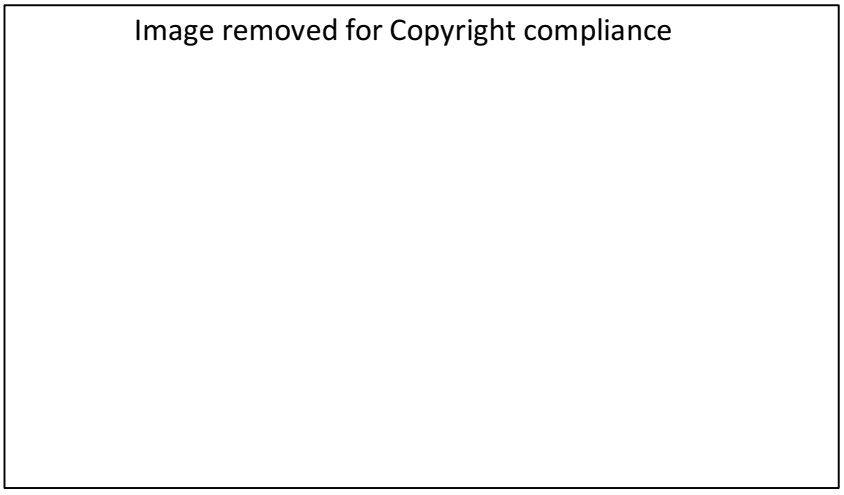


Figure 33 Average NZ house footprint over time (Quality Valuation, 2015).

From my observations of Kingston residential lots, the ratio of the unbuilt land dominates the built, and dwelling footprints are small compared to typical New Zealand urban settings, Figure 34. This suggests Kingston dwellings are either built in decades prior to the 1980s uptick, or they serve a different purpose from the 'average New Zealand house'. The situational context, of no consistent industry in tourism or steam since the 1970s and the dominance of recreation activities, confirms that these are not average New Zealand houses, rather they are second homes or 'cribs'.

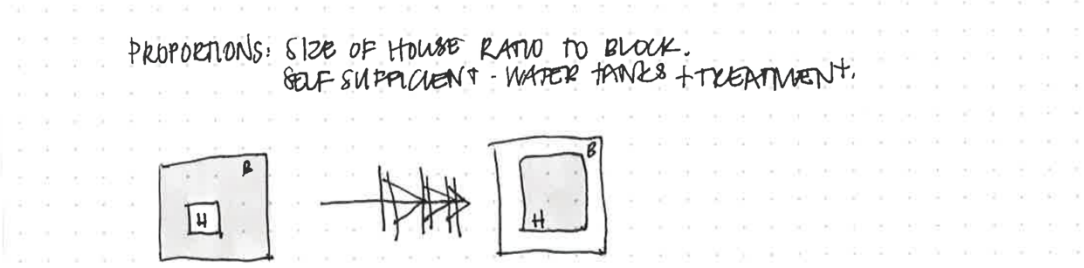


Figure 34 Residential lot ratio of built to unbuilt. Over time the scale of the home has become larger, which suggests prominence of indoor activities over outdoor ones (Skipworth, 2018).

Tiny homes and Autonomous infrastructure

Autonomous infrastructure is infrastructure of inputs (energy) and outputs (waste) that is generated and processed on an individual level. Managing energy inputs and outputs per residence, through the use of solar panels, water collection and recycling, composting toilets, etc. creates redundancy and avoids reliance on mass infrastructure. It has a human wellbeing advantage of contributing to a sense

of **environmental mastery** and **connectedness** to place as using these processes creates a holistic understanding of human processes including consumption and waste.

Current autonomy
Anecdotally, it has been suggested that Kingston has been *limited* in its prospects for growth and development as it has no mains infrastructure. Currently, individual dwellings have their own septic systems. I suggest, rather, that this has not limited its growth, instead it has *supported* growth of a resourceful township with its own inbuilt redundancy. In the future for example, it may be seen in retrospect that Kingston has had the advantage of skipping over a costly and invasive phase of urbanisation, and instead and has been rather more future-minded in its embrace of residential dwelling autonomy.

International autonomy example
In early 2018, California became the first state of the USA to require solar panels on new homes as part of their strategy towards non carbon producing sources of energy (Penn, 2018). This per dwelling style of infrastructure suggests California is taking steps to move towards a Kingston style of infrastructure, rather than vice versa, so it is relevant to consider Kingston's current individual infrastructure as progressive, rather than as primitive, and therefore augment this value. New Zealand is an earthquake-prone country, therefore it is especially relevant to consider resident preparedness and **autonomy** in the face of a such a natural event.

Tiny homes & Environmental Consciousness
A reaction to the increasing average home size is the 'tiny home' movement. Recent published media suggests the tiny home movement is topical and offers a solution to energy, space and cost savings, as well as a less materialistic and cluttered lifestyle (O'Hanlon & Rea, 2018; Stock, 2018; Wuttke, 2018). This building ideology may be relevant to future residential development in New Zealand. For example, Prefab NZ, an industry association of housing prefabricators, will 'launch a nationwide competition seeking a design for a tiny one to two bedroom house plan that could be "pre-consented" by Auckland Council, and any other councils willing to follow suit' (Stock, 2018, p. 1). This is purportedly to address more resourceful building in time, cost and resources, including materials and space. Therefore tiny homes are **environmentally conscious**. They also offer a way to accommodate **substantial population growth** while maintaining a sense of the dominance of the outdoor environment.

Tiny homes & wellbeing
'The hallmarks of this trend are high architectural quality, a real sense of indoor/outdoor integration, low cost and very small buildings' (Wuttke, 2018, p. 116). This creates a comfortable experience at a human scale. The small scale also lends itself to autonomy through capture and processing of inputs and outputs and a DIY approach.

There is evidence that 'ethical consumption' and 'voluntary simplicity' are both on the rise in a wide range of western societies (Mulligan, 2015, pp. 36,37). This neo-self-sufficiency has become more appealing, perhaps due to subconsciously or consciously enhancing quality of life through its sense of **autonomy** in Ryan and Deci's SDT, Figure 13 and **autonomy** and **environmental mastery**, two aspects of Ryff's six factor model of psychological wellbeing, Figure 11.

Tiny homes & Case Study 3 Queenstown, New Zealand
The jet boat case study highlights that it is reasonable to design a local solution that suits the scale and needs of your location. The jet boats were not a standard design when first introduced, but served their purpose well in the Shotover River context. This led to thinking about the value of tiny home zones. Likewise, the potential tiny home zones in Kingston may not fit within the standard planning

needs of other urbanising areas, but may be extremely suitable in Kingston where they highlight the surrounding scale of the landscape rather than urban coverage.

Tiny Homes & Environmental Consciousness - Design Drivers

'Developers build for markets rather than for Man' (Venturi, 1977, p. 155). This observation means developers primarily develop for economic incentives rather for human needs. As this design is human-centric focusing on the environmental and social needs of people, rather than economic ones, it suggests the design should be **human scale** and located in **rational proximity to environmental and social amenities**.

2. 'Nestled' location Rationale

Nestled - Basis & subjective observations
Kingston Village Special Zone Report states that the settlement has a 'feeling of being nestled into the landscape' (QLDC, 2011, p. 274), due to the dominance of the lakeshore and the 'containment of development on the western side of the State Highway'.

The 'nestled' experience, is a feeling generated by the relationship of the Kingston township to the steep topography of the Eyre Mountains, situated to the western side of the township and lake. As the Spatial Planning and Design Policy states, the goal is 'to contain development within a clear boundary that is demarcated by the State Highway to the East, the Kingston Railway Tracks to the South and the Eyre Mountains to the West' (QLDC, 2011, p. 275). The desire is for the township to grow within the bounds of this western side and not across the highway where it would create a division through the town and a less nestled, more exposed feeling on the hills to the eastern side, the Hector Mountains, Figure 35.

Figure 35 Containment of new settlement development (QLDC, 2011).

From my own initial landscape analysis, I agree that Kingston's location at the foot of the Eyre Mountains and on the edge of a very large lake, (Lake Wakatipu, New Zealand's third largest lake at 289km^2) make it a particularly bounded or nestled location, Figure 36.

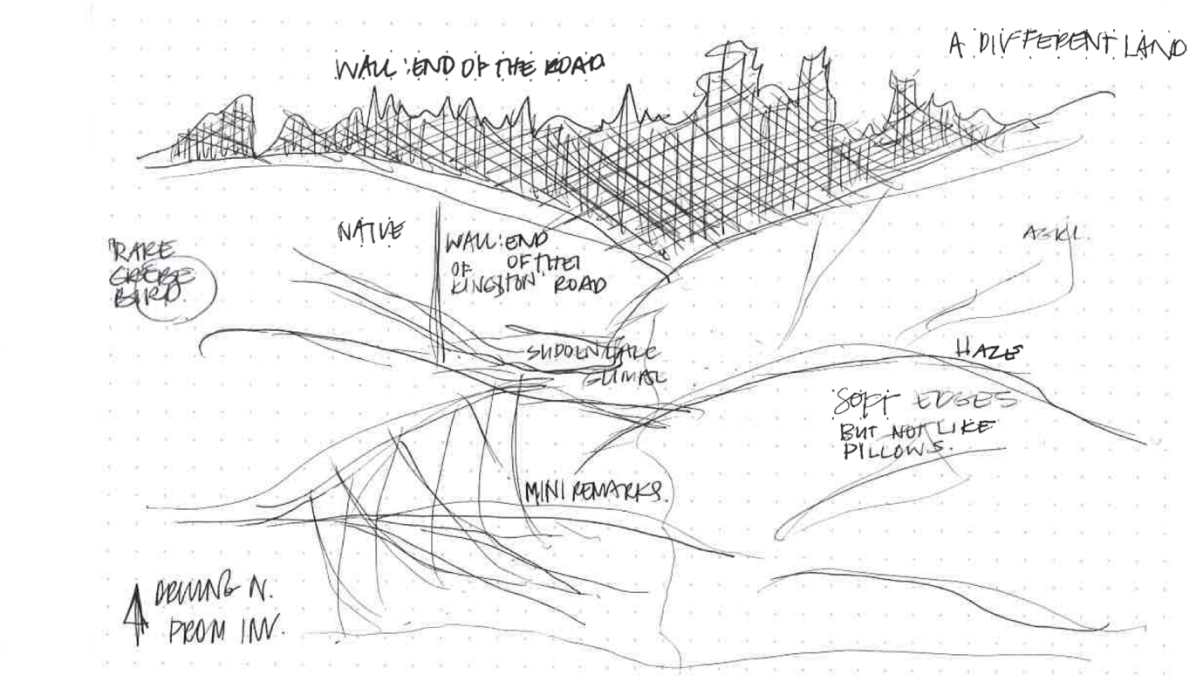


Figure 36 Initial analysis of zones and natural boundaries of the landscape surrounding Kingston (Skipworth, 2018).

Nestled & Meaningful Experience

The 'pastoral (in the poetic and picturesque sense rather than the functional sense)' (Vivian+Espie Ltd, 2007, p. 10), description of the valley floor is a description of the land modification to agrarian land uses and does not necessarily reflect a unique Kingston valley character of experience. However, it is relevant to current and historic New Zealand cultural practices and may be a relevant feature to maintain, as these elements add to the **meaningfulness of the experience**. The presence of animals such as sheep may add to the calm and comfortably settled experience that the word 'nestle' implies, Figure 37.

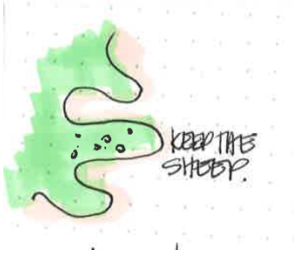


Figure 37 'Keep the sheep'. Integrate the existing 'pastoral' landscape elements into the township (Skipworth, 2018).

Nestled & Wellbeing

In order to reinforce the nestled experience, which suggests to settle or lie comfortably within or against something, it would be worthwhile to apply this to outdoor recreation. Circulation routes that lie comfortably within or next to each other may provide opportunities for 'social nesting' or **social connectivity**, Figure 38. **Positive relationships** and **authentic connections** are key components of wellbeing models. Furthermore, a series of nested circuits might facilitate choice (**autonomy**) in the extent of a person's activity, depending on their mobility, time, local knowledge and more, Figure 39. Selecting between inner or outer circuits might therefore both disperse and cluster people's outdoor

recreation activities, which may accommodate **substantial population growth** while maintaining a sense of social connectivity.

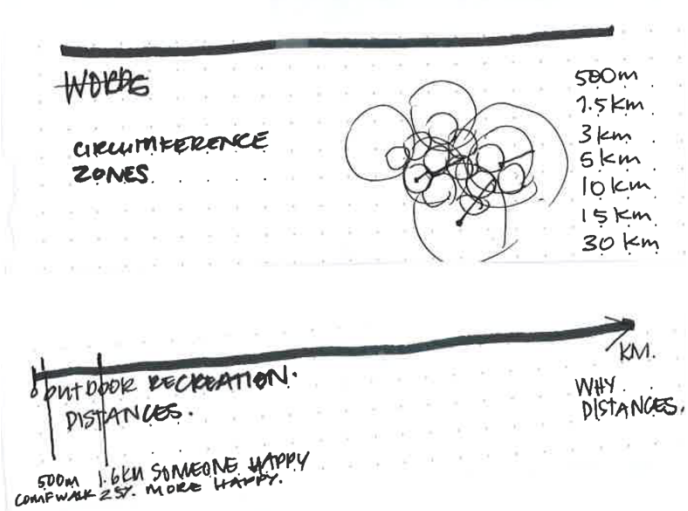


Figure 38 Nested circuits allows for a range of physical abilities. Ability to make the easiest and least sensitive the most accessible and gradually diffusing use over a range of choices (Skipworth, 2018).

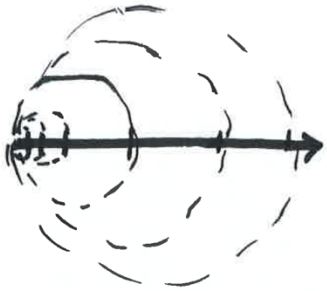


Figure 39 Nested circuits diagram 2 (Skipworth, 2018).

Nested circuits & Case Study 2 Camino de Santiago, Spain

Furthermore, the Camino de Santiago pilgrimage case study highlights that people find meaning in how they move through the landscape. The Camino provides varying routes and distances to reach the same end point. In this way it caters to a large number of people while offering the same meaning. This led to thinking about nested circuits for recreation. Likewise, nested circuits may offer a range of possibilities to engage with the outdoor environment while ultimately meeting at the same end points or node points.

Nested Circuits & Meaningful Experiences - Design Drivers

Particular individuals at different points in time may seek out more or less social interaction. Providing both areas of assembly and areas from which to disperse allows fulfilment of the experience they seek at that time. Spatially, theory agrees that if activities and people are assembled, it is possible for individual events to stimulate one another (Gehl, 2011, p. 81). Therefore concentrating some nested circuits creates social outcomes and gives alternative routes for people to avoid social connectivity when they desire.

Image removed for
Copyright compliance

Figure 40 'To assemble or disperse' diagram (Gehl, 2011, p. 81).

Can this be applied to other elements? For example, adding more planting and concentrating it in certain distributions adds coherence and legibility. Quickly testing this hypothesis with four sheets of paper on my desk, by themselves there appeared no coherence and they looked potentially like rubbish, whereas assembled in high piles with additional papers they and my desk were given a distinct purpose and meaning, Figure 41.

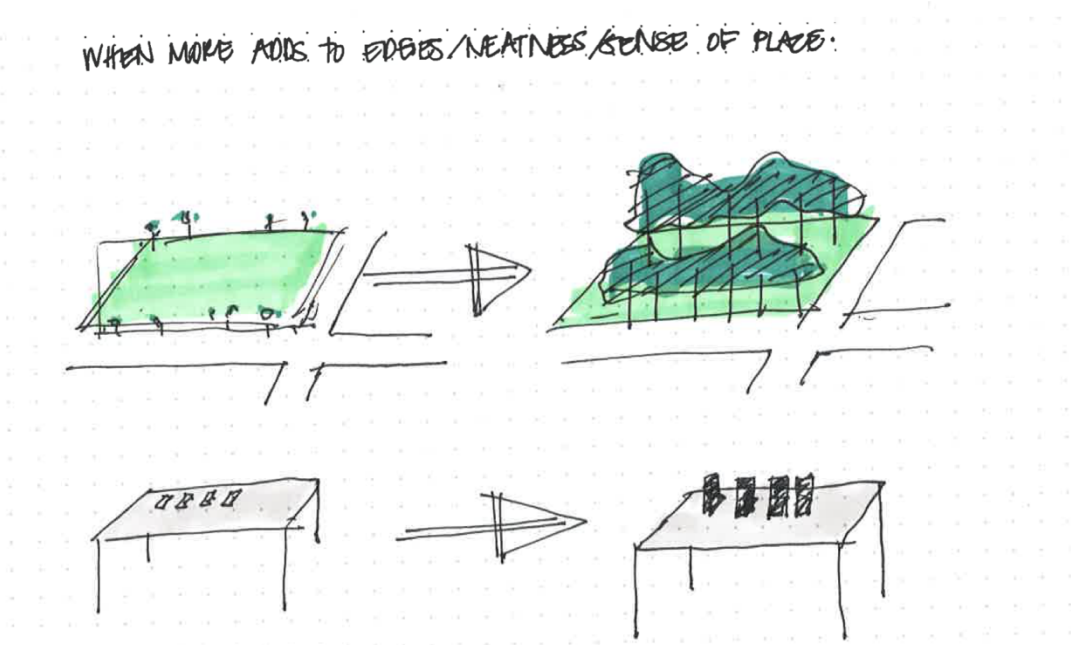


Figure 41 Where 'more' creates 'more'. In this instance bigger fuller trees delineate a space more than scrappy small ones. More in a pile of papers, makes the pile of papers neater and more readable as a pile of papers concerning the same thing (Skipworth, 2018).

Quality of outdoor spaces

Quality of life suggests, at the very least, an ability to 'live'. Gehl suggests that a 'living city' is one where the 'spaces inside buildings are supplemented with usable outdoor areas' (2011, p. 31). Furthermore, that outdoor activities (which by their nature are often recreational and social) are particularly dependent on quality of the outdoor space (Gehl, 2011, p. 32). By 'quality', here, I suggest he means quality in terms of appropriate human scales; visual, spatial, time, and informed and considered design.

Mode of transport, including its speed and frequency has an effect on social connectivity. Average travelling speeds of cars at 50-100km per hour, for example, have been suggested to inhibit social connectivity (Gehl, 2011, p. 35). Therefore, putting emphasis on a strong walking and cycling hierarchy decreases the influence of cars and their associated barriers to social connectivity.

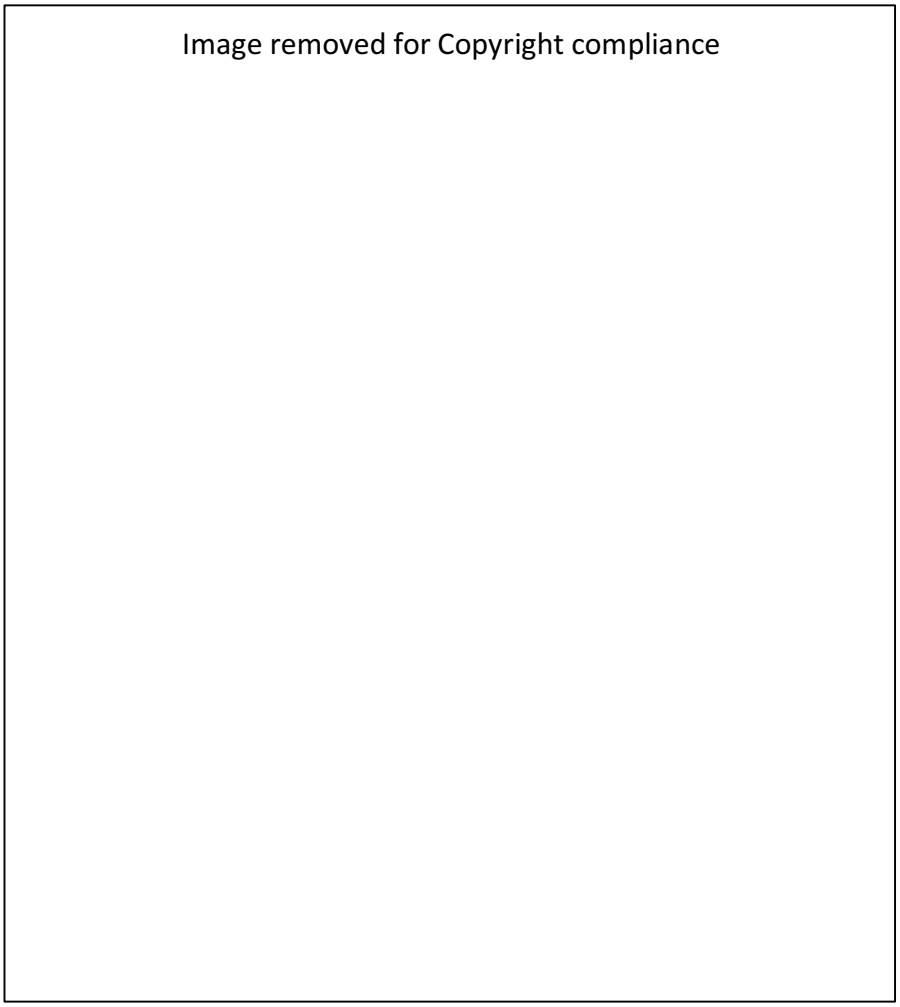


Figure 42 Effect of modes on social connectivity (Appleyard and Lintell (1970) in Gehl, 2011, p. 35).

Serendipity

Good holiday experiences are spontaneous, serendipitous, and create a feeling of otherness, a feeling that it couldn't have happened to anyone else. Maximising the circuits that promote assembly by using them as gateways to invite people to engage in local socially and environmentally responsible activities and experiences creates a sense of serendipity, Figure 43. It creates unexpected social interactions, which in themselves are an indicator of being accepted/welcomed into a place. This aspect of the design might have been more fully resolved if a fourth precept of slow tourism, '**activities at destination'**, were part of the framework and objectives.

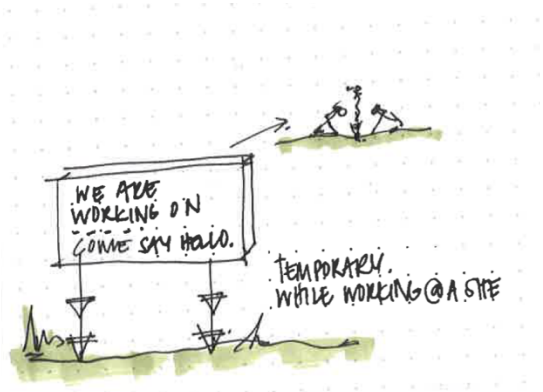


Figure 43 Invite people to join into tasks that benefit the community (tree-planting, path-clearing, maintenance). Whether resident or visitor, if a person is *informed* about an event and feels *welcome* they are enabled and empowered to *engage* and reap the associated wellbeing benefits (Skipworth, 2018).

3. Guardian Mountains or 'Fairy Mountains' Rationale

Guardian Mountains - Basis & subjective observations

The Cultural Values Report (2007) portrays a local Maori story, in which the 'craggy' mountain peaks on the Western side of the township, formed by schist uplift, evoke a sense of guardianship over the site at the foot of the lake, Figure 44 (Te Ao Marama Inc., 2007, p. 12).

Image removed for Copyright compliance

Figure 44 Mountains peopled with 'giants' and 'fairies' (maeroero) from Cultural Values Report on Proposed Plan Change Kingston Village, (Te Ao Marama Inc., 2007).

When contemplating the steep slope on the western side of the lake, pocked with schist outcroppings, especially on the ridgeline, Figure 45, one can readily envisage how this would invoke feelings of awe or insignificance, manifest as beings of some sort. The value this landscape feature can provide to enhance a secure, nestled township experience is a uniquely local landscape value worth amplifying in design.

Figure 45 ‘Craggy’ outcroppings on the Eyre Mountains on the western side of the township, (Skipworth, 2018).

Guardian Mountains & Mode of Transport

Emphasising these guardian beings, or outcroppings, at the intersection of the lake, the historic train line, the Around the Mountains cycle trail and the highway may serve as a visual reminder to move

more slowly and allow for more detailed observation and understanding of the landscape. Slower **modes of transport**, such as walking and cycling, allow for observation and a holistic sensory experience of the landscape. One cyclist observed, 'cycling is awesome. It's a very cheap way to travel and you take in a lot more because you're not going at 100 miles an hour' (Thornber, 2018, p. 6).

The transition point of the jetty, between water and land modes of transport, may be a particularly valuable point at which to emphasize a slowness of experience. Directing resident and visitor attention to a similar rock that lies in the water under the current jetty to the rocks of the outcroppings above may facilitate observation and a visual link to the Guardian Mountains above, Figure 46, Figure 47 and Figure 48.

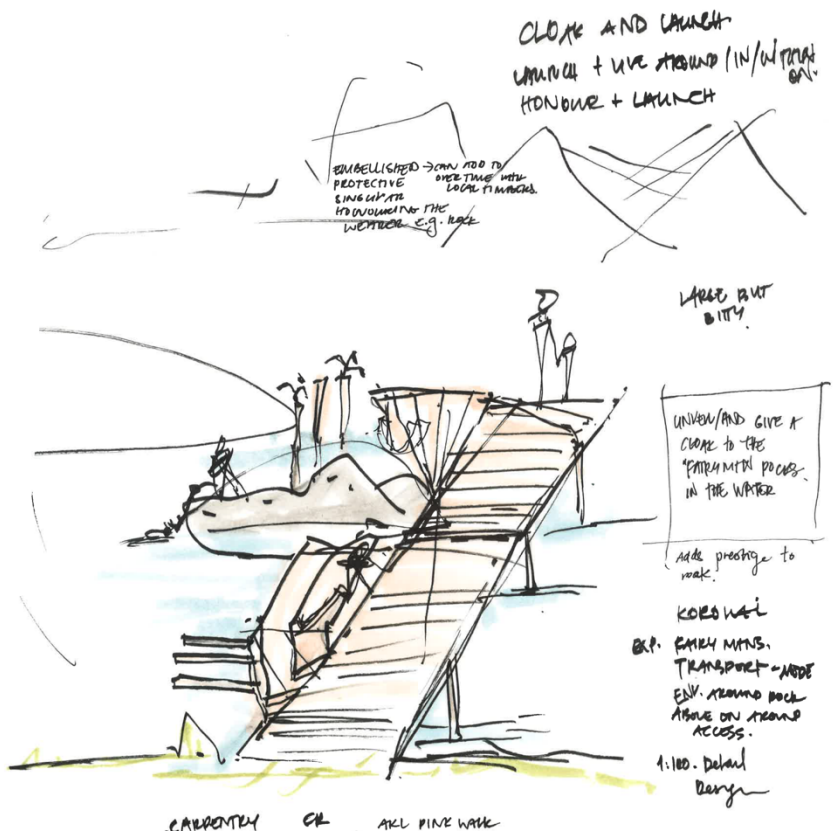


Figure 46 Uncovering the rock under the current jetty. The rock, similar to the rocks above, that make up the features of the 'guardian mountains' can be daylighted and highlight historic legends and practices (Skipworth, 2018).

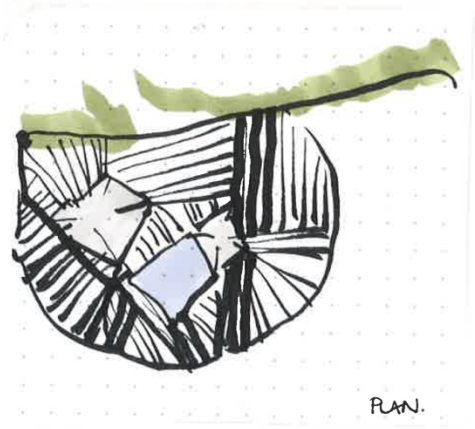


Figure 47 Plan view. Jetty could 'cloak' the rock, leaving it open and interactive in the middle, also multiple levels for additional lake interaction (Skipworth, 2018).

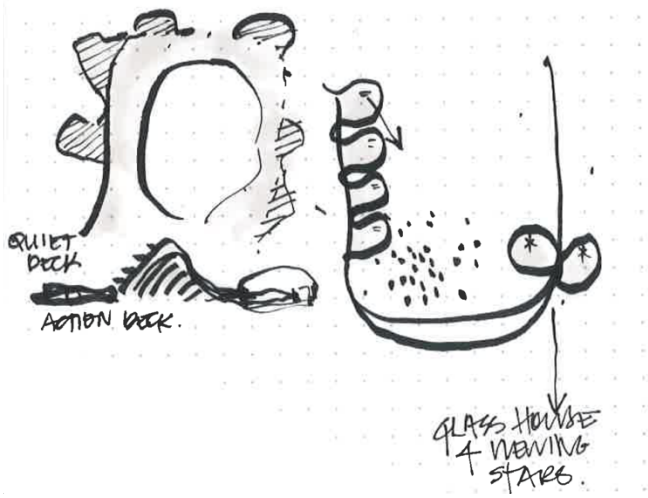


Figure 48 Overtime could extend the pods around the lake edge. Some much harder to get to than others, drawing the nested outdoor recreation circulation from the land onto and around the water (Skipworth, 2018).

Guardian Mountains & Wellbeing

Slowing down to notice landscape features may serve wellbeing through a sense of **environmental mastery**,

Figure 11. Additionally, a sense of freedom, empowerment and ease in the selection of mode of transport, especially walking and cycling, may contribute to wellbeing through **autonomy** and especially in the case of walking and cycling, **achievement**, **personal growth** and **competence**,

Figure 11, Figure 12 and Figure 13. Distributing and collecting people through access to multiple modes of transport may help to accommodate **substantial population growth**. Furthermore, a predominance of walkers and cyclists resulting in a greater number of people being able to move within a smaller amount of space than that provided by and allowed for by private vehicles, was noted in the Zermatt case study, Figure 19.

Guardian Mountains & Case Study 1 Zermatt, Switzerland

Furthermore, the Zermatt taxi case study highlights that it is reasonable to design a local transport solution that suits the scale and needs of your location. It is also reasonable to create a gateway that establishes a barrier between one behaviour and another. The small Zermatt taxis do not fit within the vehicular standards of the rest of the world, but they serve their purpose very well in Zermatt. This led to thinking about establishing a gateway where a strong impression could be made about local

values. Likewise, the potential guardian jetty in Kingston may not fit within the standard planning needs of other lakefront areas, but may be extremely suitable as a gateway to establish the walkable nature of Kingston and its value as an active recreation area.

Guardian Mountains & Modes of Transport - Design Drivers

Spatially, linear configurations of space suggest unidirectional movement and speed. In contrast, broad, loose, or rounded spaces suggest slowness and an invitation to linger or settle, Figure 49. Both spatial configurations may be relevant to a jetty on which public transport such as fast catamarans or water taxis provide a high speed commute between Kingston and Queenstown, and where private recreation boats launch.

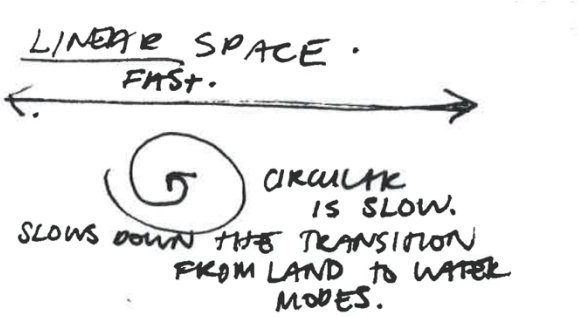


Figure 49 Circular spaces equal 'slow', linear spaces equal 'speed' (Skipworth, 2018).

Humanising/Personifying features of the landscape to make them more easily relatable / readable
'Cloaking' landscape features might lead to humanising them and hence helping people to understand them. The **iterations** of rectangles and adornments of the cloak (korowai), Figure 50, create a legible pattern, along with **defined edges** and overall **form** it has a distinctive meaning.

Image removed for
Copyright compliance

Figure 50 Pattern iterations and adornments of a korowai (cloak) (Pendergrast, 1987, p. 5).

Human adaptation to the horizontal

'Human movement is by nature limited to predominantly horizontal motion at a speed of approximately 5 kilometres per hour and the sensory apparatus is finely adapted to this condition' (Gehl, 2011, p. 63). To increase awareness of and attention to the Guardian Mountains, unveiling the rock in the lake is on a human horizontal scale and will help draw a relationship between this rock and the ones in the mountains above. The different layers of the jetty allow for promoting contact, and inhibiting contact to allow for individual space, Figure 51.

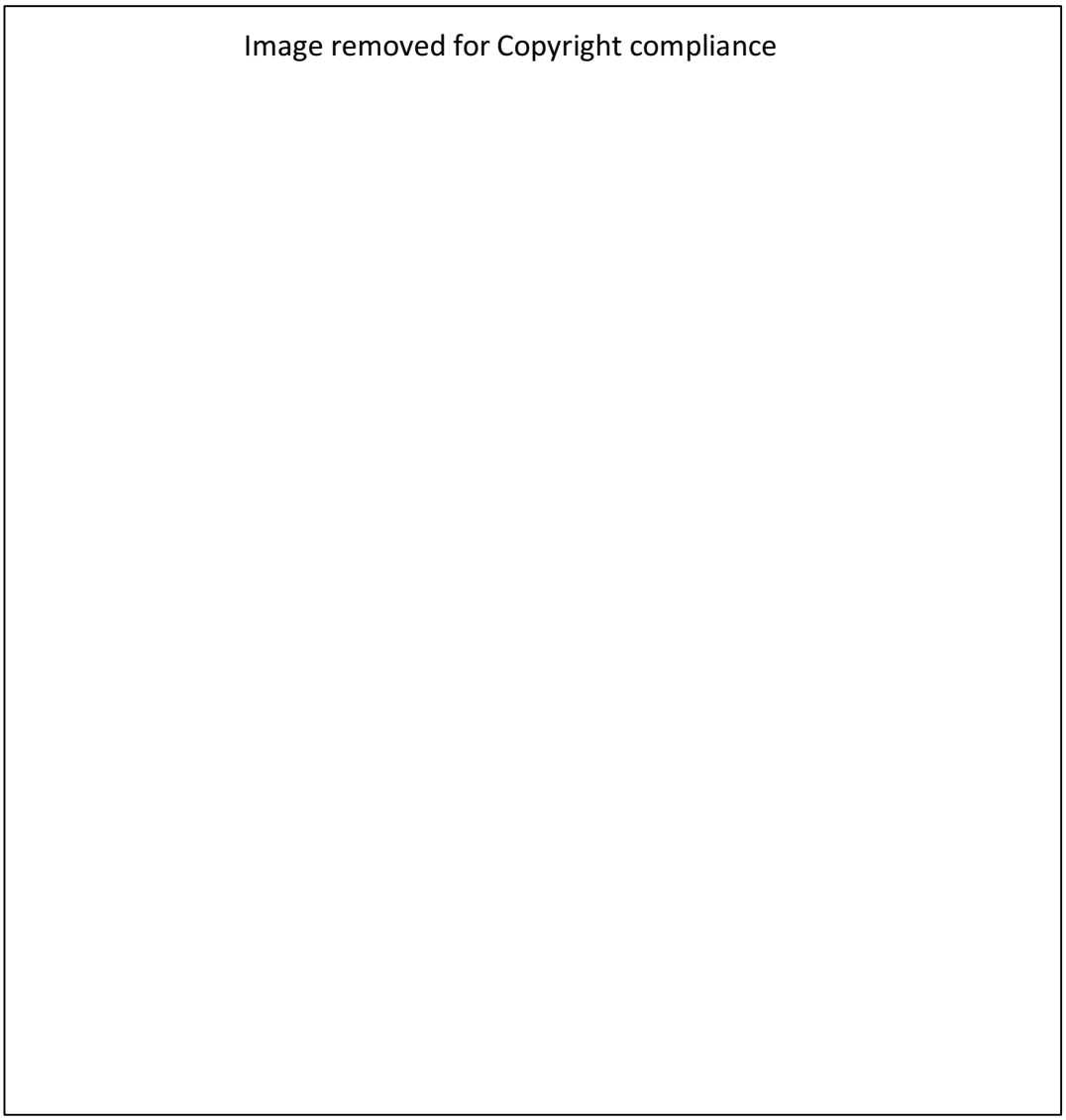


Figure 51 Inhibiting and promoting contact (Gehl, 2011, p. 62).

Connection with wildlife

The design could have been done to support habitat and wildlife, particularly for example, the Australasian Crested Grebe which nests at the lake's edge, Figure 52 and Figure 53.

Figure 52 Sense of jetty as nest, iterating the local Australasian Crested Grebe which builds its nest over the water on overhanging branches (Skipworth, 2018).

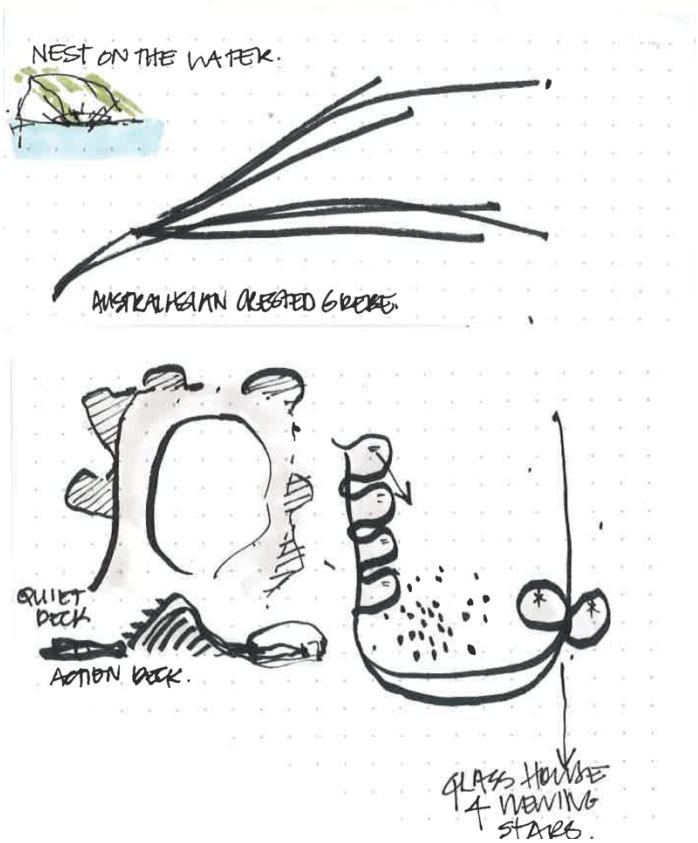


Figure 53 Australasian Crested Grebe nests on overhanging branches of live trees on the water (Skipworth, 2018).

Conclusion

In summary, the design vision for Kingston includes the following objectives:

1. Establish plan for South Island capital of **tiny homes** to achieve **environmental consciousness** and **autonomy** and **environmental mastery.**
- Create multiple tiny homes zones
- Enable/facilitate autonomous infrastructure

2. Calm and comfortably settled experience of a **nestled location** with **nested circuits of outdoor recreation** to achieve a **meaningful experience** through **social connectivity**, **positive relationships** and **authentic connections**.
- Connect and extend walking and cycling networks
- Engage residents and visitors in riparian vegetation of streams and wetlands

3. Awareness of the **Guardian Mountains** using the intersection of **modes of transport** to achieve **environmental mastery**, **sense of achievement**, **personal growth** and **competence**.
- Extend built engagement with the lake
- Engage residents and visitors in local history

8

THE BRIEF

CHAPTER 8 The Brief

Introduction

The Design Brief has been prepared based on elements identified in the case studies, the literature on slow tourism and the evaluation of the government proposal documents. It explains **what** outcome is desired.

The Brief

The brief is to investigate the ways in which an increase in resident and visitor numbers can be accommodated in Kingston, retaining the tourist experience, while maintaining or enhancing the quality of life for residents.

Environmental Consciousness: Bring ecological processes into direct contact with residents and visitors.
(Tiny Homes)

Mode of Transport: Highlight diversity of modes; historic, current, active
(Nested circuits)

Meaningful Experience: Use local conditions, landscape, stories, practices, historic, current, potential
(Jetty)

The Design Programme & Evaluation

Introduction

The design programme is a spatial amalgamation of the brief applied to the site, especially in relation to exploring the three slow tourism principles of environmental consciousness, mode of transport and meaningful experience. It outlines the components which will contribute to the achievement of the brief.

It is a plan of actions, activities or procedures for a specific purpose to regulate or modify to produce a specific result, outlining functional and operational requirements and the scope of the problem the design is to solve.

Applying the findings from the case studies
Interpreting the findings from the case studies into actionable and spatial design programme elements could be used as a guide, Table 8. This table summarises my observations of the case studies through a lens of my own general knowledge of landscape architecture studies along with the wellbeing and slow tourism research.

Table 8 Table of Common Findings from Case Studies.

Quality of Life Resource	Environmental	Social
Slow Tourism Element	**Environmental Consciousness**: • Maximise outstanding, constrained, local, cultural landscape • Limit tourist-specific modifications • Support and optimises blue and green systems **Mode of Transport**: • Offer pace-change modes to create different sensory experiences • Interact with landscape and open air • Constrain choice and activities to circulation for local networks to support local activities and demonstrate clearly a resident dominance **Meaningful Experience**: • Create meaning by facilitating 'doing' experiences in the outdoors • Maximise function of entry and exit points as points of directing behaviour through education, information, establishing direction and mode of movement, as wells as to add meaning and understanding of spaces and site • Establish clear boundaries between zones. Who and what is invited where and when • Support and optimise local culture or businesses	
Target populations	**1. Mass scale**: <u>People Management</u> • Use gateways to manage behaviour, information and experience <u>People Distribution using 'nested' design (design programme)</u> • Provide options for broader appeal and autonomy • Smaller/shorter experiences for more people longer for less • Provide Individual and group spaces and circulation • Intensity variation <u>Efficient use of space</u> • Focus on pedestrian and bike circulation as it takes up less space than cars **2. Residents and visitors**: <u>Residents as Managers/Directors/Administrators/Leaders/Involved</u> • Focus primarily on resident experience • Focus primarily on functionality • Create spaces and processes, systems and circulation, which is managed and facilitated by residents for residents and their ecological processes • Amplify local historic moments, geological processes, and current resident values **3. Low mobility**: • Consider vantage point or outlook, for low fitness or mobility • Consider pace change options and transport types • Provide shelter for all weather options and vehicle types	

Environmental Consciousness (Tiny Homes)

Programme

- Promote **redundancy of services, especially water** and resourceful DIY Kingston character through promotion of individual water collection, not just use of town supply
- Use **streams and green infrastructure to help with flood mitigation**, not just raised 'floors'
- Highlight link to wellbeing and water resources – to streams and to lake
- Create a sense of a spiritual presence of a resource, particularly in relation to the rocks, the lake and the streams (the water particularly and the landscape), assert this more strongly than the current cultural values report allows for

Evaluation

- Natural processes that contribute to clean water for drinking and recreation are evident
- Abundant native vegetation is present, optimised biodiversity is achieved
- Recognisable cultural landscape, level of modification is appropriate to scale of township and residents resource needs

Mode of Transport (Jetty)

Programme

- Provide **bike parking and shelters to promote walking and cycling**. Not just 'minimising visual of garages' (ref)
- Well-connected **pedestrian network (or active transport etc.)**, not just 'street network'
- Promote design for walking and cycling between **residence** and **work** and **school** and **retail/commercial**
- Add functionality to history of 'boat building place'
- Add functionality to train tracks corridor

Evaluation

- Efficient, sensory, active transport circulation
- Community-wide outdoor recreation circulation infrastructure that is safe from cars
- A sense of the current and historic transport values of this location

Meaningful Experience (Nested Circuits)

Programme

- Break up of bulk of houses and buildings by further **promoting** and **inviting tiny homes**
- Provide **visual linkage along streams and walkways**, not just 'roads'.
- Stopping point on 'a seasonal and integrated path'
    - Start and end points for Around the Mountains bike trail
    - Border of Southland and Otago
    - Historic outwash point of lake (contributed to glacial rock debris on the valley floor)
- **Fairies and guardians**, protecting/guarding/enchanting over the township 'nestled into the hillside'
- **(All** Environmental and Mode elements above contribute to Experience)

Evaluation

- A sense that there is a predominance of tiny homes in the township and community, and that the values they enshrine, of resourcefulness and dominance of the outdoor scale and space, are upheld throughout the township's design.
- A sense of entering and exiting a safe and protected space; a nest, a nestled environment, a shelter, calm and comfortably settled. (A nest – at least in the animal kingdom – is also a feature that is composed of the local materials and blends in (often to the point of camouflage).
- High functioning residential experience from which the local values and experience are evident to a visitor.
- Broader understanding/reverence of the craggy peaks on the west side of the township, their formation, their historical / geological /story time significance.

Table of Design Vision/Brief, project and evaluation qualities

See below the initial table format of the Design Vision, Brief and Evaluation qualities, Table 9.

Research Question
How can the presence of more visitors optimise the quality of the town's resources? More visitors = better quality local resources?
Design Vision (Brand)

Tiny home township 'nestled' into the valley, under the 'guardian mountains'

Summary	Primary	1.Tiny 2.Nestled 3.Guardian mountains
	Secondary	1.Kingston Flyer (steam locomotive) 2. A boat building place 3.Informal 4.Resourceful/hands-on

	Design Brief	Design Program	Success Metrics
Environmnet	• Outstanding, constrained, local, cultural landscape • Very limited to none tourist-specific modifications • Supports and optimises blue and green systems	• Promote redundancy of services, especially water and Kingston home-made character through promotion of individual water collection, not just use of town supply. • Use streams and green infrastructure to help with flood mitigation, not just raised 'floors'. • Highlight link to wellbeing and water resources – to streams and to lake • Create a sense of a spiritual presence of a resource, particularly in relation to the rocks, the lake and the streams (the water particularly and the landscape), assert this more strongly than the current cultural values report allows for	• Natural processes that contribute to clean water for drinking and recreation are evident • Abundant native vegetation, optimised biodiversity • Sustainable and diversified lifestyles (more so economic, therefore may not be relevant for this) • Recognisable cultural landscape, level of modification is appropriate to scale of township and residents resource needs
Mode	• Offer pace-change modes to create different sensory experiences • Interacts with landscape and open air • Constrain choice and activities to circulation for local networks to support local activities and demonstrate clearly a local person dominance.	• Provide bike parking and shelters to promote walking and cycling. Not just 'minimising visual of garages' (ref). • Well connected pedestrian network (or active transport etc.), not just 'street network'. • Promote design for walking and cycling between residence and work and school and retail/commercial. • Add functionality to history of 'boat building place' • Add functionality to train tracks corridor	• Efficient, sensory, active transport circulation • Community-wide outdoor recreation circulation infrastructure that is safe from cars • A sense of the current and historic transport values of this location
Experience	• Doing things in the outdoor landscape creates a landscape experience. • Maximise function of entry and exit points as points of directing behavior through education, information, establishing direction and mode of movement, as wells as to add meaning and understanding of the space. • Clear boundaries between zones. Who and what is invited where and when • Supports and optimises local culture	• Agree with breaking up of bulk of houses and buildings. What about promoting, inviting tiny homes? (Design Guidelines, QLDC). • Provide visual linkage along streams and walkways, not just 'roads'. • Stopping point on 'a seasonal and integrated path' o Start and end points for Around the Mountains bike trail o Border of Southland and Otago o Historic outwash point of lake (contributed to glacial rock debris on the valley floor) • Fairies and guardians, protecting/guarding/enchanting over the township 'nestled into the hillside' • (All Environmental and Mode elements above contribute to Experience)	• A sense that there is a predominance of tiny homes in the township and community, and that the values they enshrine, of resourcefulness and dominance of the outdoor scale and space, are upheld throughout the township's design • A sense of entering and exiting a safe and protected space; a nest, a nestled environment, a shelter • High functioning residential experience from which it is evident to a visitor, what are the local values and experience. • Broader understanding/reverence of the craggy peaks on the west side of the township, their formation, their historical / geological /story time significance

Table 9 Design elements.

Assumptions

The design makes the following assumptions:

- The design vision assumes the site is geotechnically sound;
- Projected growth, of both residents and visitors, will occur;
- Permanent residents will come to outnumber second home residents;
- Smart technologies for autonomous infrastructure will continue to develop;
- It will be implemented and maintained to a high standard.

9

SITE DESIGNS

CHAPTER 9 Site Designs

Introduction

The location of Kingston on the Southern Scenic Route and the Around the Mountains cycle trail at the foot of pristine Lake Wakatipu means it is reasonable to anticipate growth in visitors. Growth in resident population is also expected due to workers in the Queenstown tourism industry seeking accommodation in newer cheaper areas.

In both circumstances, the designs uphold a *distinctively* Kingston feel for those who either reside or visit, so that the experience of being in, or living in, Kingston is strongly distinguishable from other locations and is strongly related to Kingston's existing character. This is desirable to meet the assumptions of slow tourism and to enhance the wellbeing of residents and visitors.

In order to achieve this distinctiveness, the designs aim to uphold and amplify the current and historic qualities of Kingston's landscape, values and lifestyle. The designs have emerged from an iterative design process. With a landscape character study, it is likely that values and characteristics may be identified that even residents may not distinguish as distinctive to their site. This, combined with the sourcing relevant information in relation to geology, land uses, water quality, ecology and resident knowledge and other information, ideally fosters a unique site-specific design.

1 Context

Context – Site, issues and objectives, Figure 54. This design sheet highlights the context of the Kingston location (A), proposes the outlook and vision (B), as well as wellbeing and slow tourism theory (C), summarising Chapters 1-5. It notes local characteristics of landforms, dwellings and recreation values to inform design (D).

DESIGN QUESTION

'In Kingston, New Zealand, how might slow tourism concepts be implemented for outdoor recreation?'

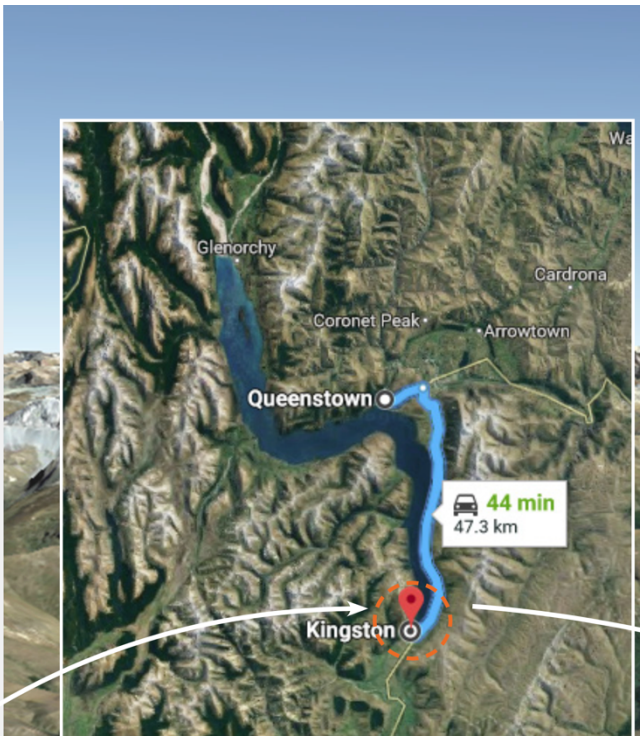
Concepts need to cater for fast growing numbers of visitors and residents, while not displacing current occupants.

Slow tourism principles include meaningful experiences, environmental consciousness and transport modes. Emphasising these three principles in design has the potential to optimise environmental, social and cultural resources, which have been shown to enhance quality of life.

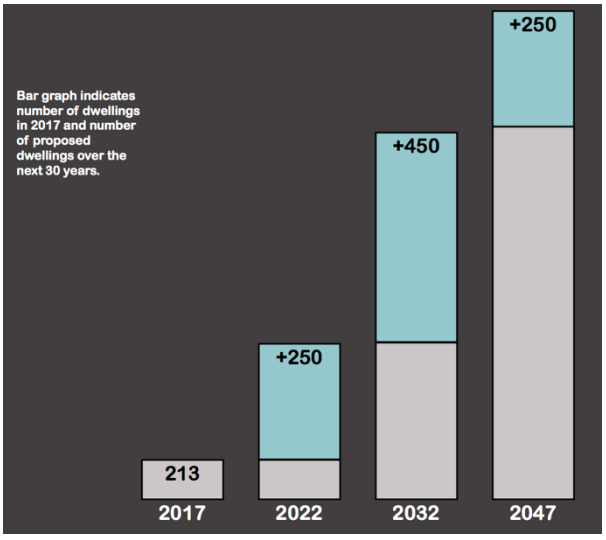
Proposed intervention strategies in Kingston include 'nested circuits' of outdoor recreation, 'tiny' home zones and a 'gateway' jetty. They are designed to enhance quality of life and resist the 'decline' phase of Butler's Tourism Area Life Cycle (TALC) Model (Butler, 1980).

The landscape interventions are described according to wellbeing terminology found in theoretical wellbeing models: Self-Determination Theory (Deci & Ryan, 2008), PERMA Model (Seligman, 2004) and Six Factor Model (Ryff, 1989).

A palette of wellbeing terminology is a useful tool for landscape design that aims to uphold and enhance wellbeing. It can be used to achieve wellbeing and quality of life goals stated in national and district policies in New Zealand.



(A)



(B)

VISION

This design vision aims to create landscape interventions that resolve two national and local imperatives:

'SUPPORT THE FOUR WELLBEINGS'
- NATIONAL GOVERNMENT

'ENHANCE QUALITY OF LIFE FOR ALL PEOPLE IN THE DISTRICT'
- DISTRICT GOVERNMENT

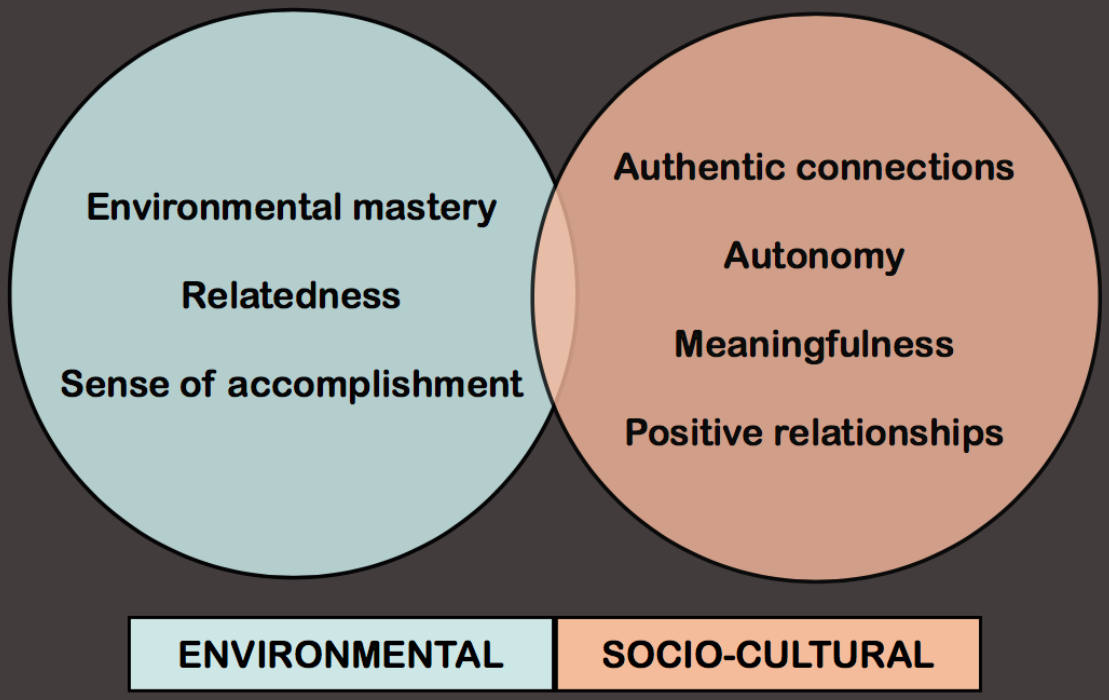
Resource Management Act 1991

QUEENSTOWN LAKES DISTRICT COUNCIL

Therefore, the vision is to promote a uniquely Kingston lifestyle with residential housing that is appropriately scaled to the existing vernacular, connect people to place through the Guardian Mountains narrative and encourage sustainable transport through a dominant outdoor recreation network.

WELLBEING THEORY

Established wellbeing models provide a palette of terminology, the use of which, drive the design and communicate its benefits. The terminology broadly fit into environmental and socio-cultrual categories and so help reinforce these 'wellbeings'.



(C)

(D)

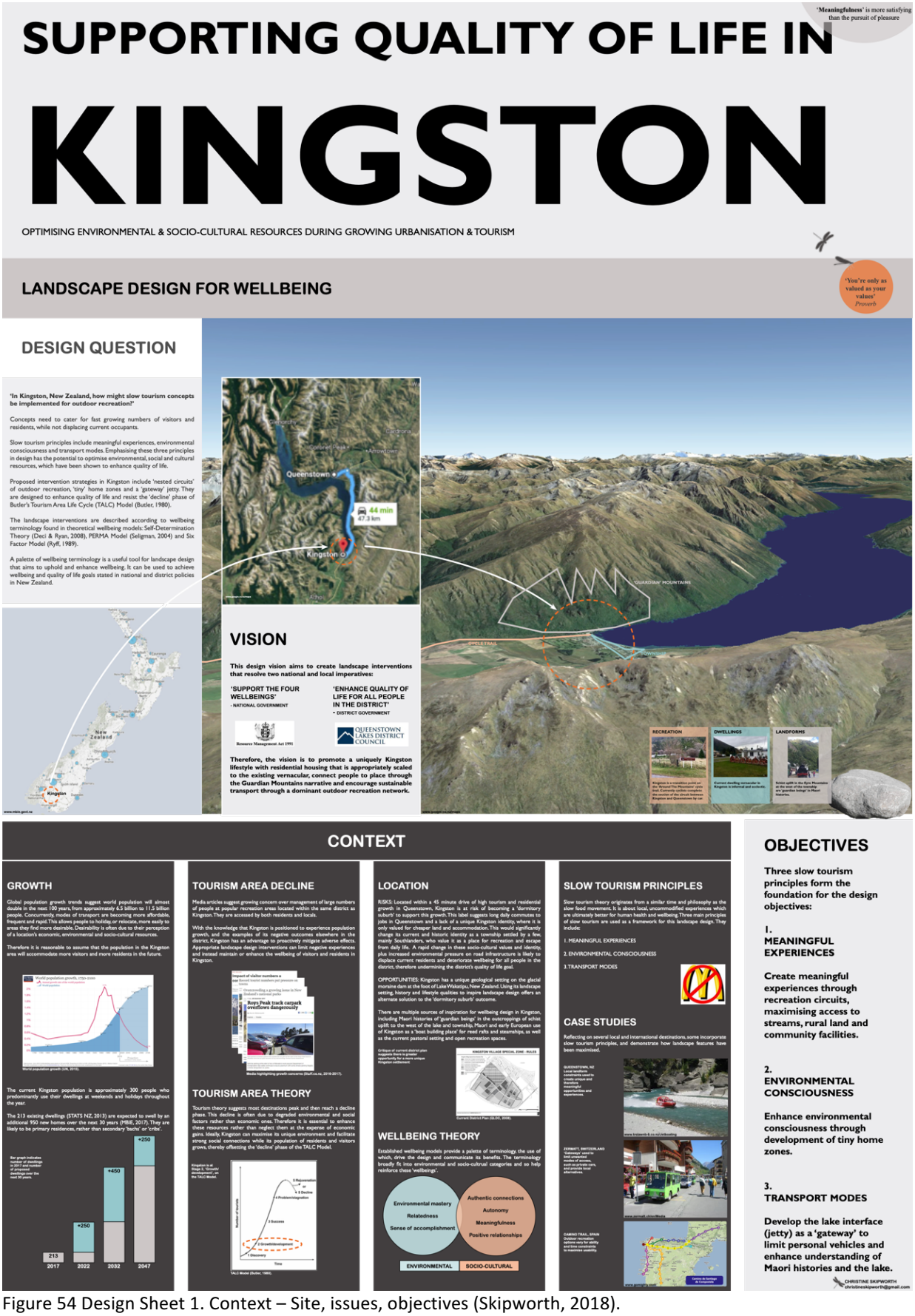
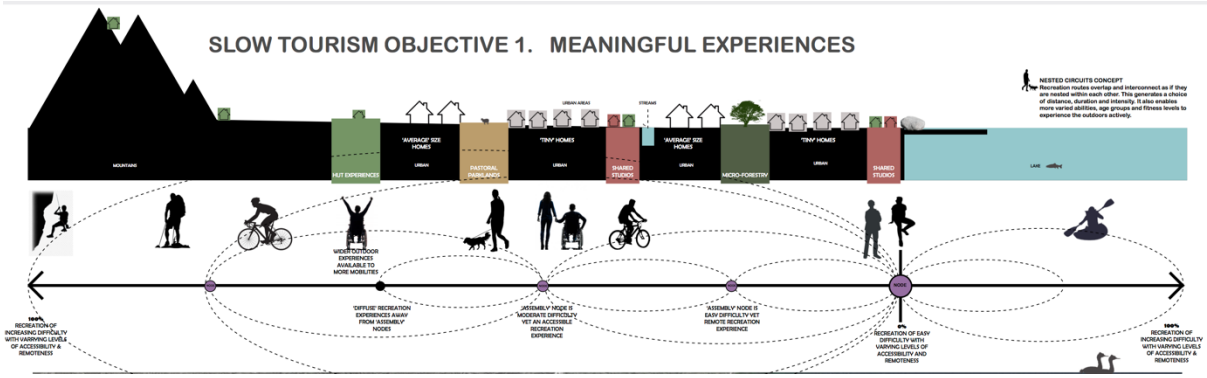


Figure 54 Design Sheet 1. Context – Site, issues, objectives (Skipworth, 2018).

2 Master Plan

Master Plan 1:3000 Nested Circuits, Figure 55. This design sheet proposes the use of nested recreation circuits to enhance wellbeing through choice of route and closer understanding of local and historical values (A). An accessible hut experience, close to the township, is proposed particularly for those with low mobility, elderly or young or new to the outdoors to enjoy and learn about NZ tramping, generating more localised and meaningful experiences (B).



(A)


(B)

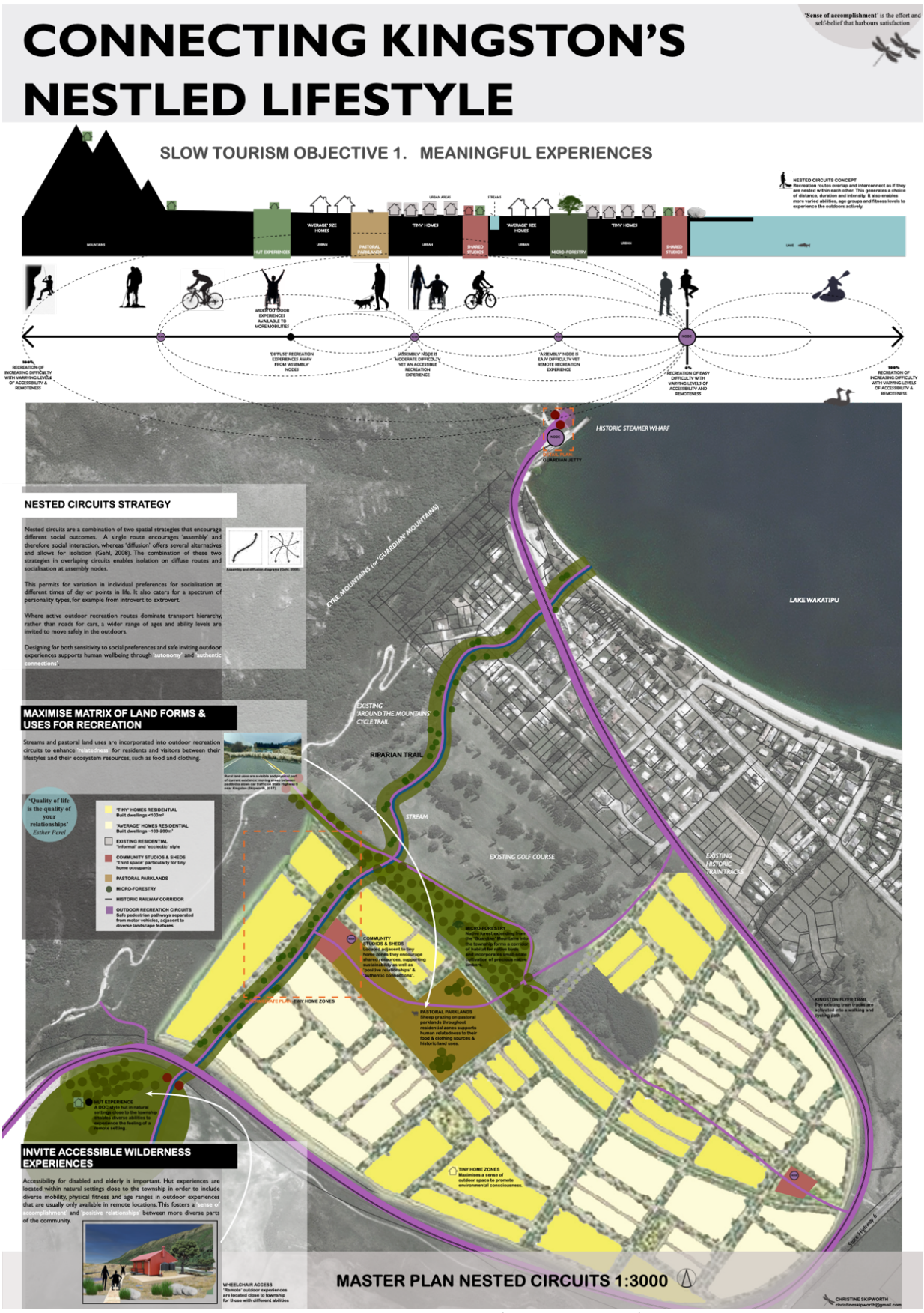
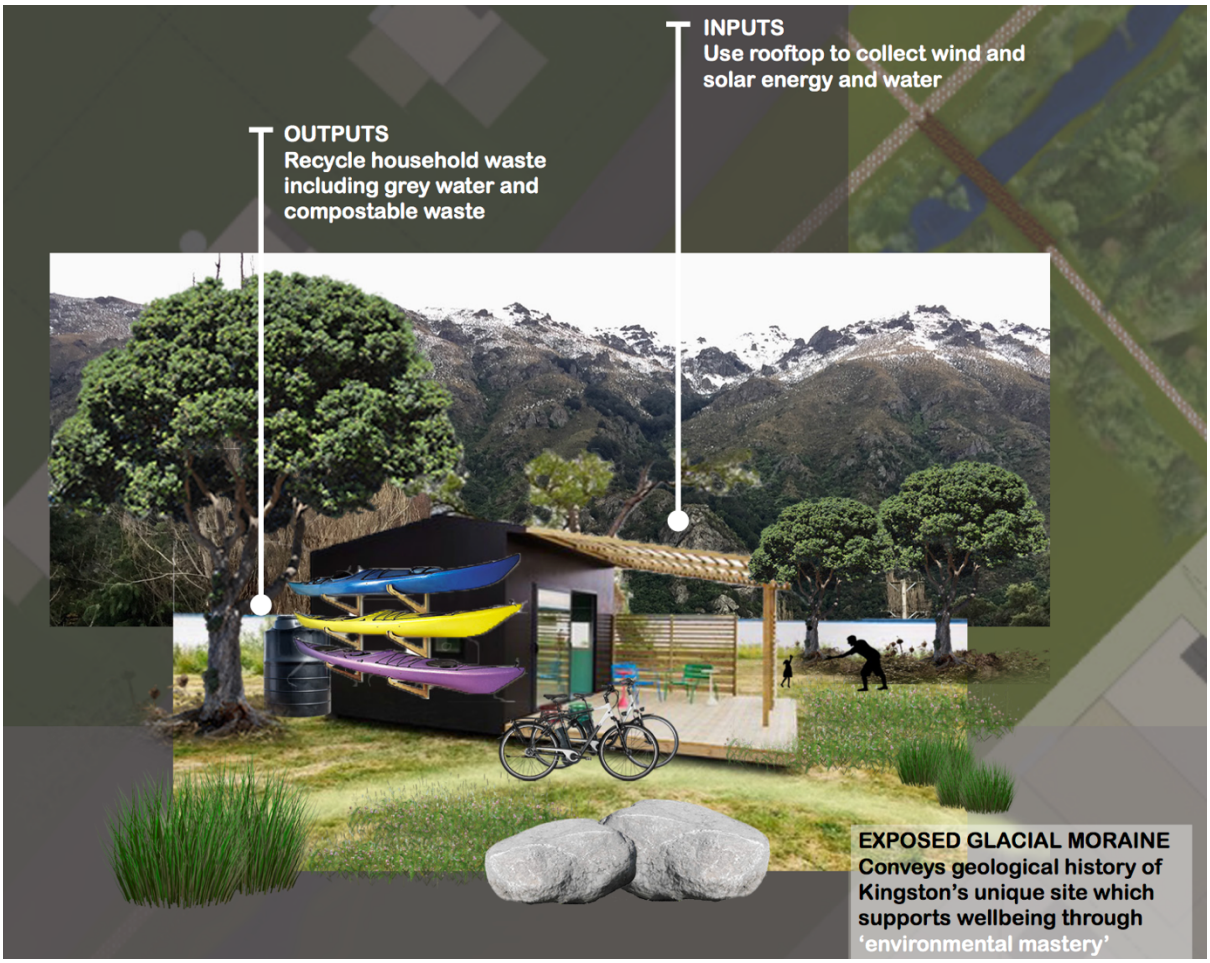


Figure 55 Design Sheet 2. Master Plan 1:3000 Nested circuits (Skipworth, 2018).

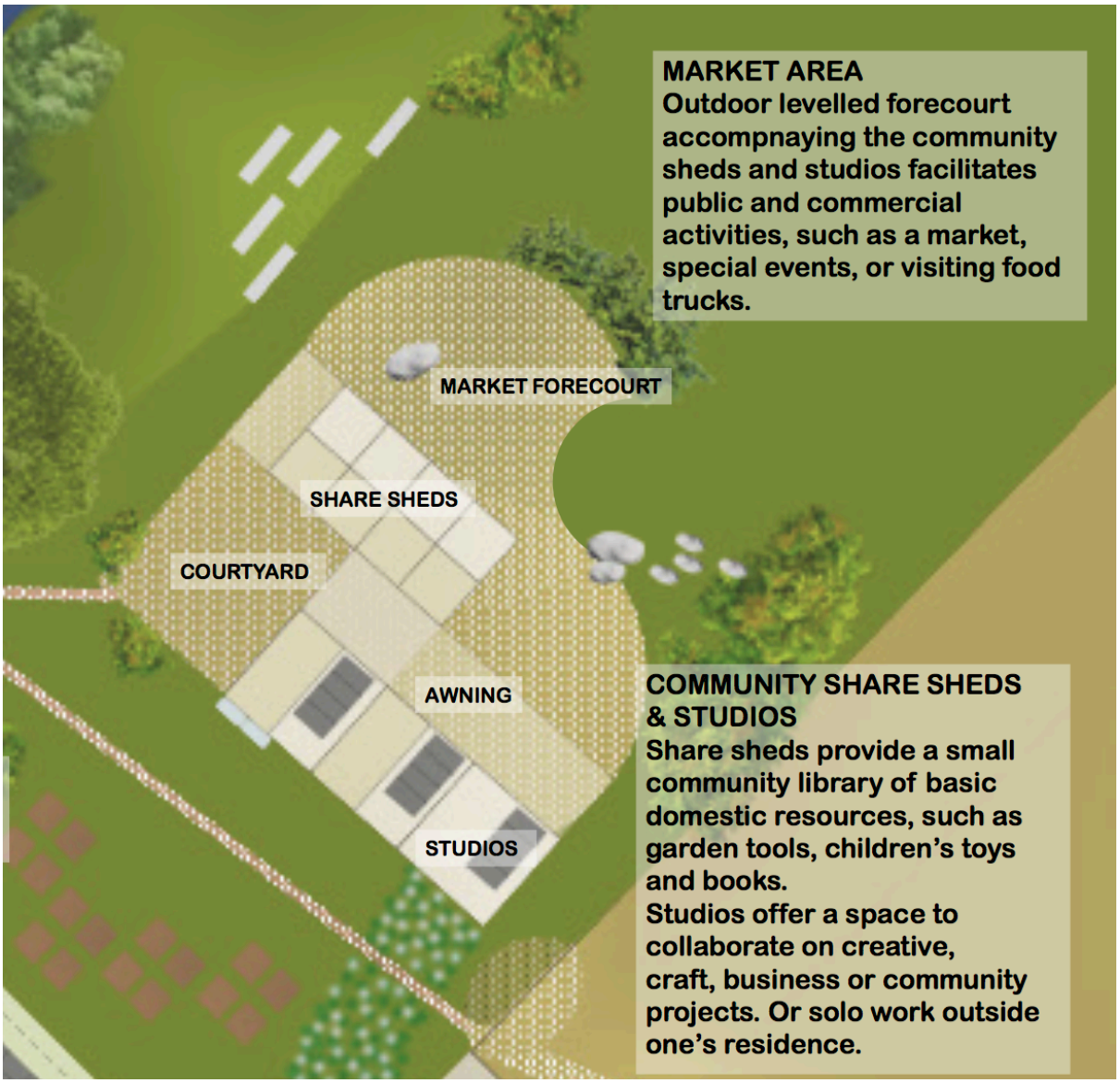
3 Intermediate Plan

Intermediate Plan 1:500 Tiny Home Zones, Figure 56. This design sheet proposes tiny home zones as a reflection of the existing vernacular and the economic and environmental choices that are becoming more popular (A). Environmental consciousness is generated by the autonomous infrastructure with each residence maximising their own production and processing of energy and waste (B). Shared facilities, such as tool sheds and studios create social gathering places and shared resources (C).

(A)



(B)


MARKET AREA
Outdoor levelled forecourt accompnaying the community sheds and studios facilitates public and commercial activities, such as a market, special events, or visiting food trucks.
MARKET FORECOURT
SHARE SHEDS
COURTYARD
AWNING
STUDIOS
COMMUNITY SHARE SHEDS & STUDIOS
Share sheds provide a small community library of basic domestic resources, such as garden tools, children's toys and books.
Studios offer a space to collaborate on creative, craft, business or community projects. Or solo work outside one's residence.
(C)

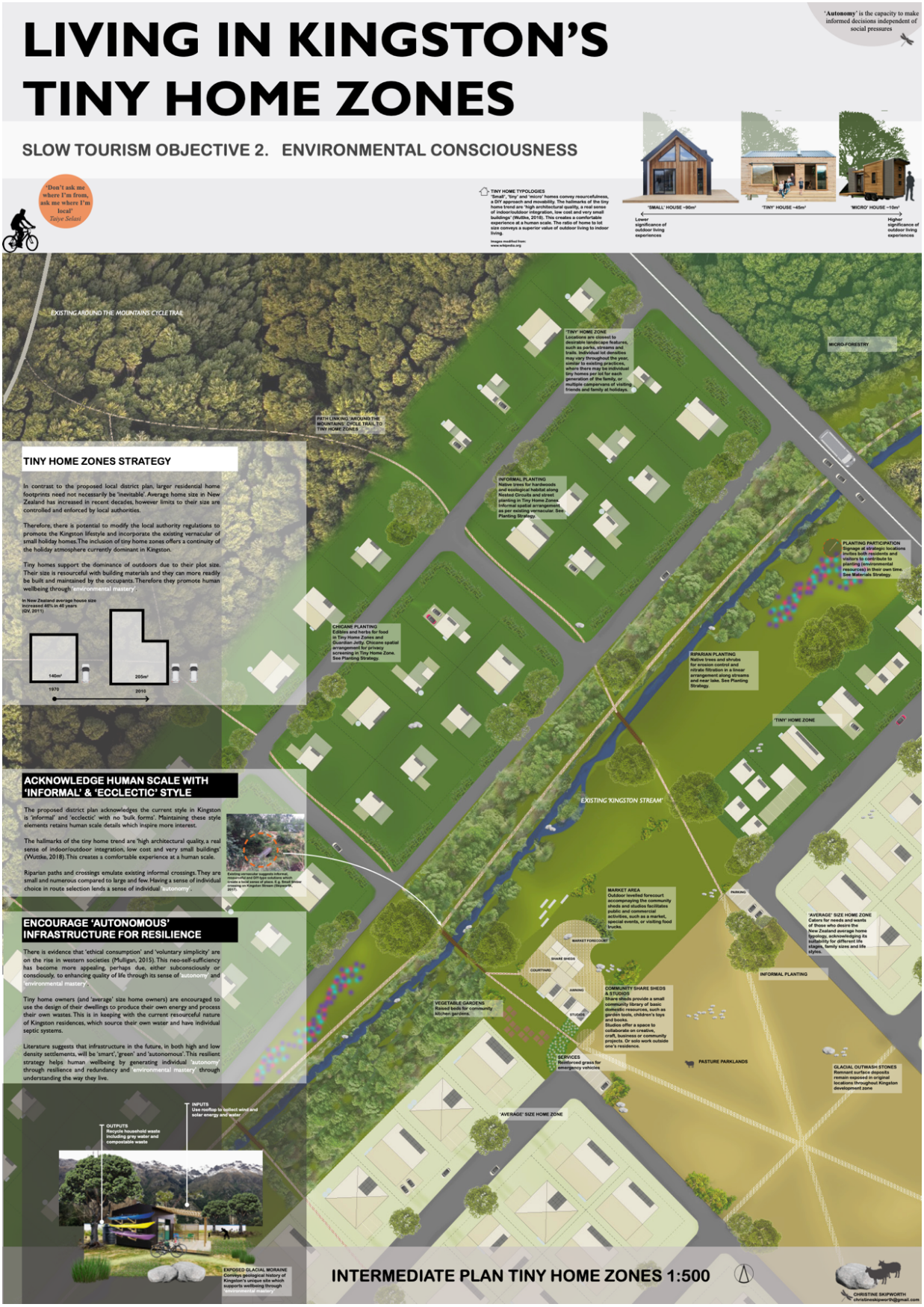
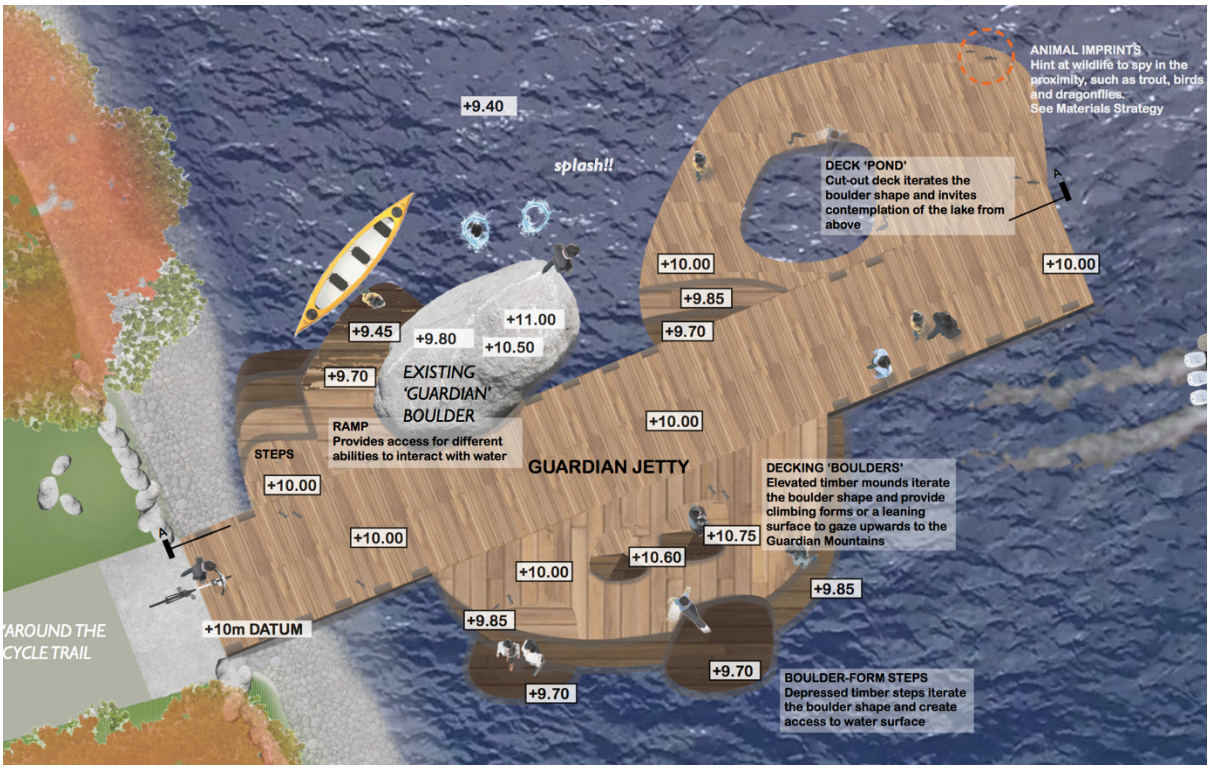


Figure 56 Design Sheet 3. Intermediate Plan 1:500 Tiny Home Zones (Skipworth, 2018).

4 Detail Plan

Detail Plan 1:100 Guardian Mountains Jetty, Figure 57. This design sheet proposes an active jetty gateway that links Kingston to other towns on the lake (A). This encourages bicycle and pedestrian traffic rather than cars. The activity at the interface of the lake and the land offers a design opportunity to tell the story of the guardian mountains above as well as create a viewing deck from which to appreciate the stars and the southern lights (B).



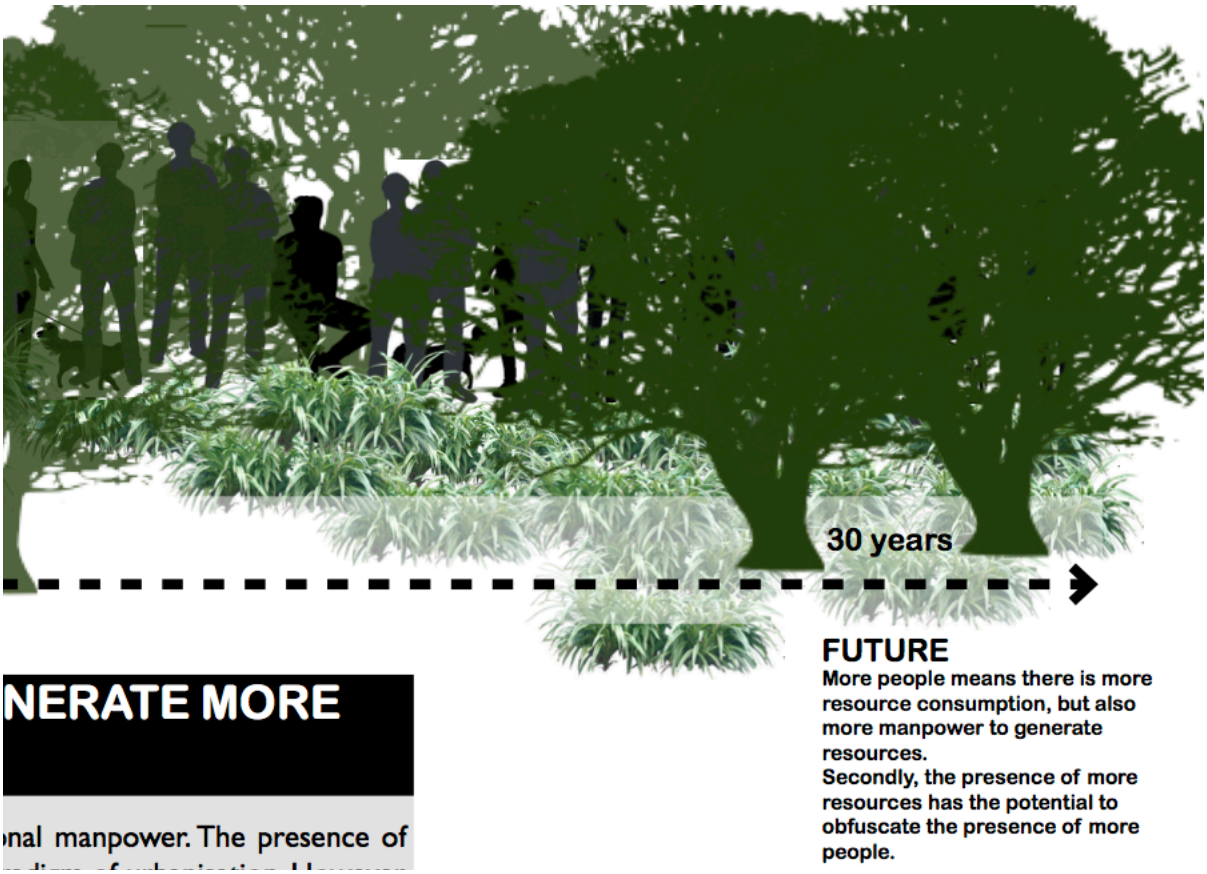
(A)

(B)

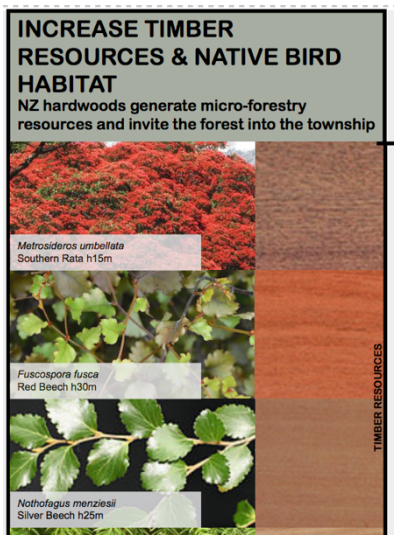
Figure 57 Design Sheet 4. Detail Plan 1:100 Guardian Mountains Jetty (Skipworth, 2018).

5 Planting Strategy

Planting strategy, Figure 58. This design sheet proposes that the more planting that is done in the Kingston area, the more it will obscure built development and greater numbers of people (A). Planting strategies include species that enhance timber and habitat resources across the nested circuits of recreation (B), species that increase food resources and privacy in the tiny home zones (C), formal planting near the jetty (D) and riparian specific plantings along streams that are part of the recreation routes.

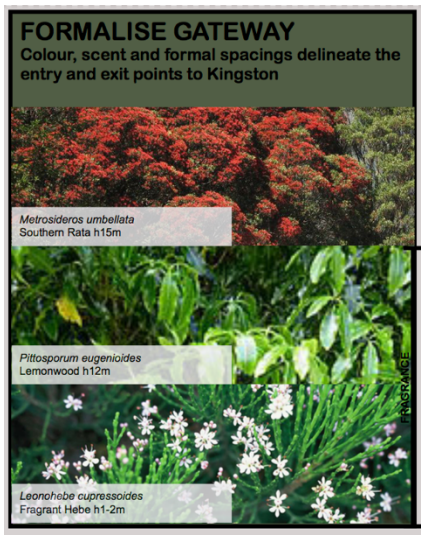


(A)



(B)

(C)



(D)

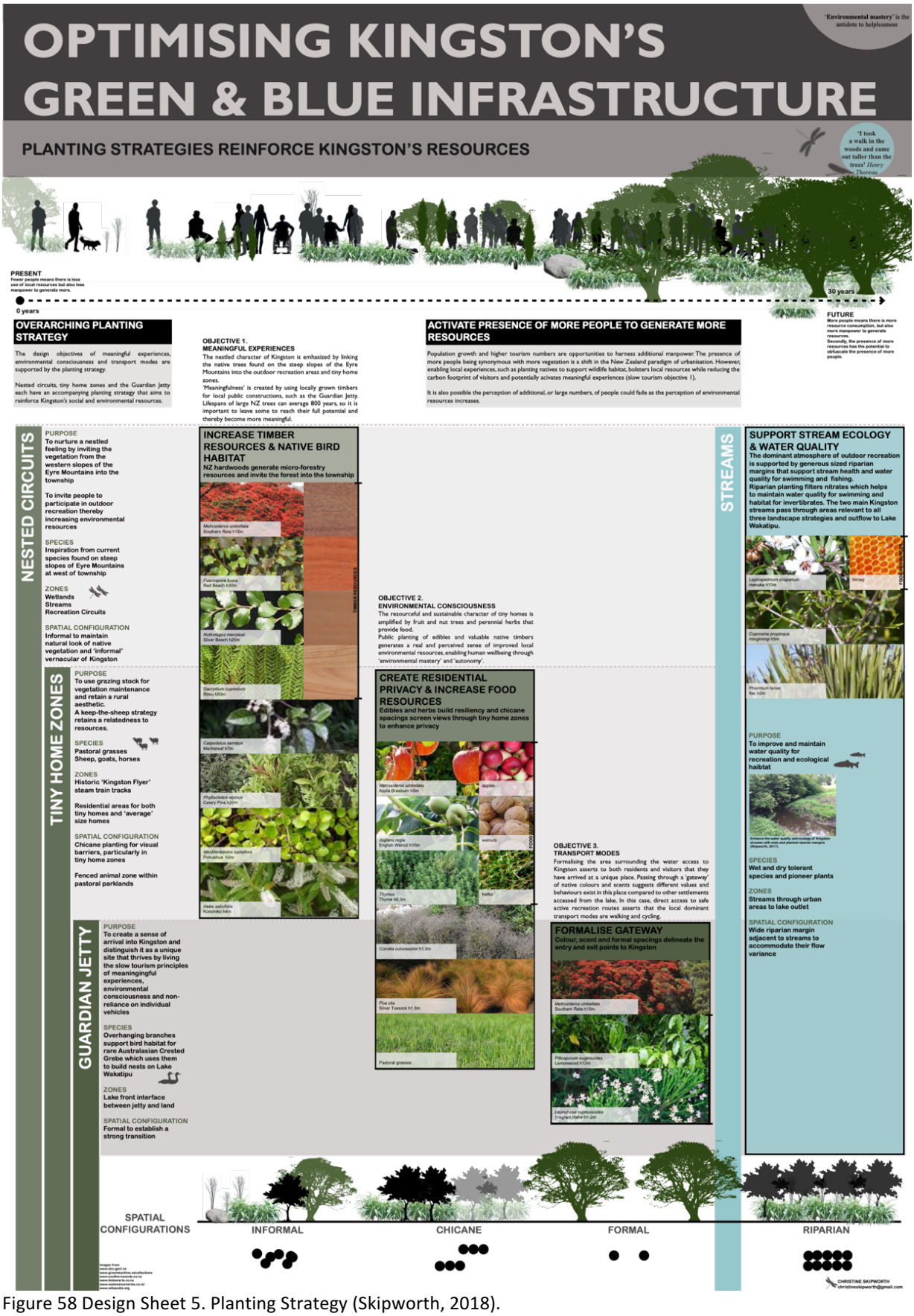
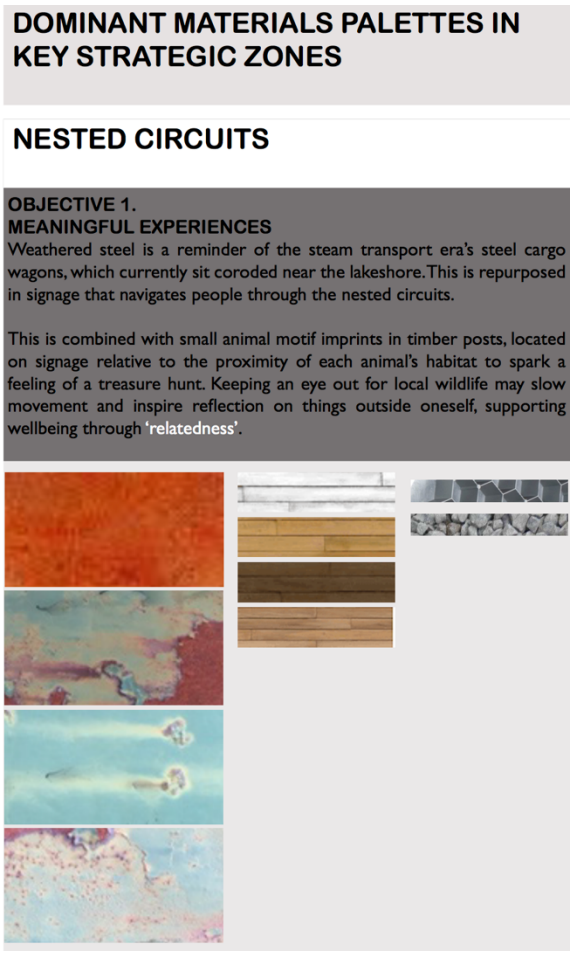


Figure 58 Design Sheet 5. Planting Strategy (Skipworth, 2018).

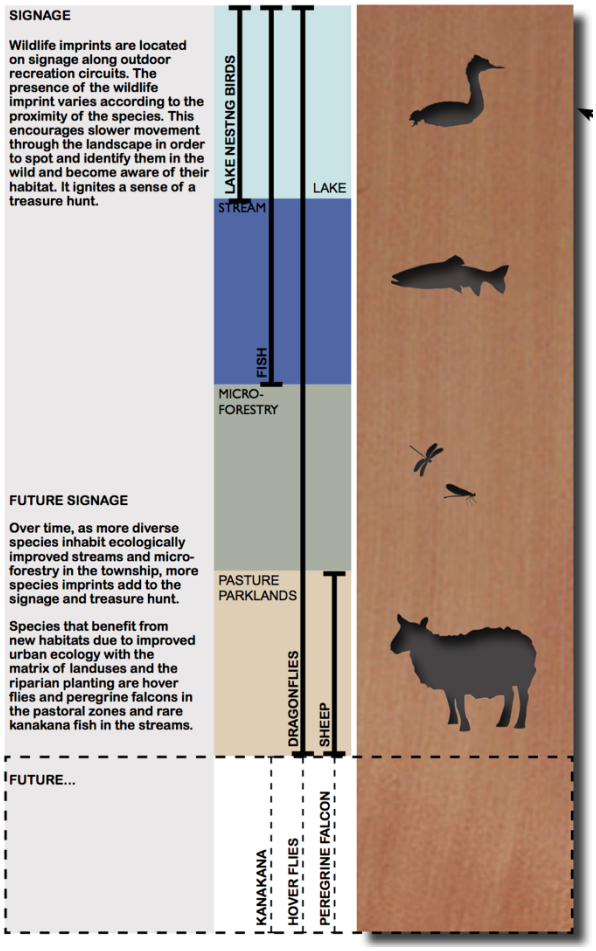
6 Materials Strategy

Materials strategy, Figure 58. This design sheet proposes materials that encourage understanding of the Kingston's cultural and geological history and current qualities (A). For example, repurposing corroded wagons from the steam train era of tourism can be incorporated into signage and a variety of local timbers used for the guardian jetty construction highlight different walking and seating zones (B). Local wildlife motifs are laser cut into timber signage and decking to pique curiosity in wildlife (C) and invite participation (D) boulders from glacial debris are uncovered and remain in strategic locations.

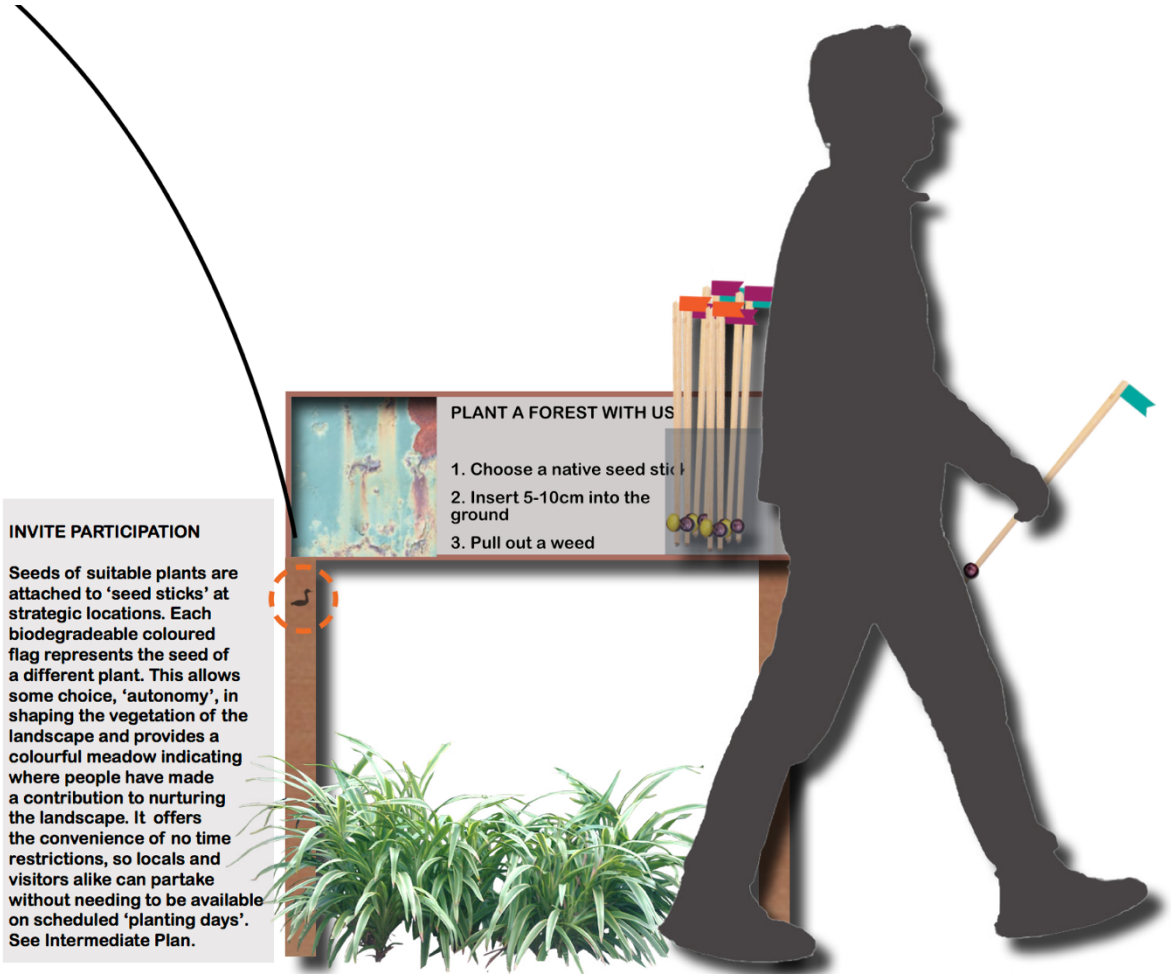
(A)



(B)



(C)


PLANT A FOREST WITH US
1. Choose a native seed stic
2. Insert 5-10cm into the ground
3. Pull out a weed
INVITE PARTICIPATION
Seeds of suitable plants are attached to 'seed sticks' at strategic locations. Each biodegradeable coloured flag represents the seed of a different plant. This allows some choice, 'autonomy', in shaping the vegetation of the landscape and provides a colourful meadow indicating where people have made a contribution to nurturing the landscape. It offers the convenience of no time restrictions, so locals and visitors alike can partake without needing to be available on scheduled 'planting days'. See Intermediate Plan.

(D)

Figure 59 Design Sheet 6. Materials Strategy(Skipworth, 2018).

DESIGN ANALYSIS & CRITIQUE

10

CHAPTER 10 Design Analysis and Critique

Introduction

This chapter critiques the design and concepts in relation to the design goals. It considers their appropriateness and fulfilment of the research question. In other words, can environmental and social resources within a destination be optimised alongside increased numbers of residents and visitors, so as to prevent, or hold back, the decline stage of the TALC model.

As the research methodology is autoethnographic the critique will interpret the experience from my point of view. Such a point of view can encompass not only myself singularly but also my experience of second-hand views through the senses of the friends and family I host and their varying social inclinations, fitness levels and physical abilities (from wheelchair to alpine trail runners).

My journey through the design takes a route as follows, Figure 60: I arrive on the jetty via the lake, I then walk along the lakefront to the café close to the highway. From there, I walk along the stream to the train tracks. I follow these until I meet the next stream and follow it back towards the lake. On the way I take a side trail to a higher elevation. This meets the 'Around the Mountains' bike circuit and I follow it back to the jetty. This narrative expands, below, as I imagine the experience of taking this route through the design.

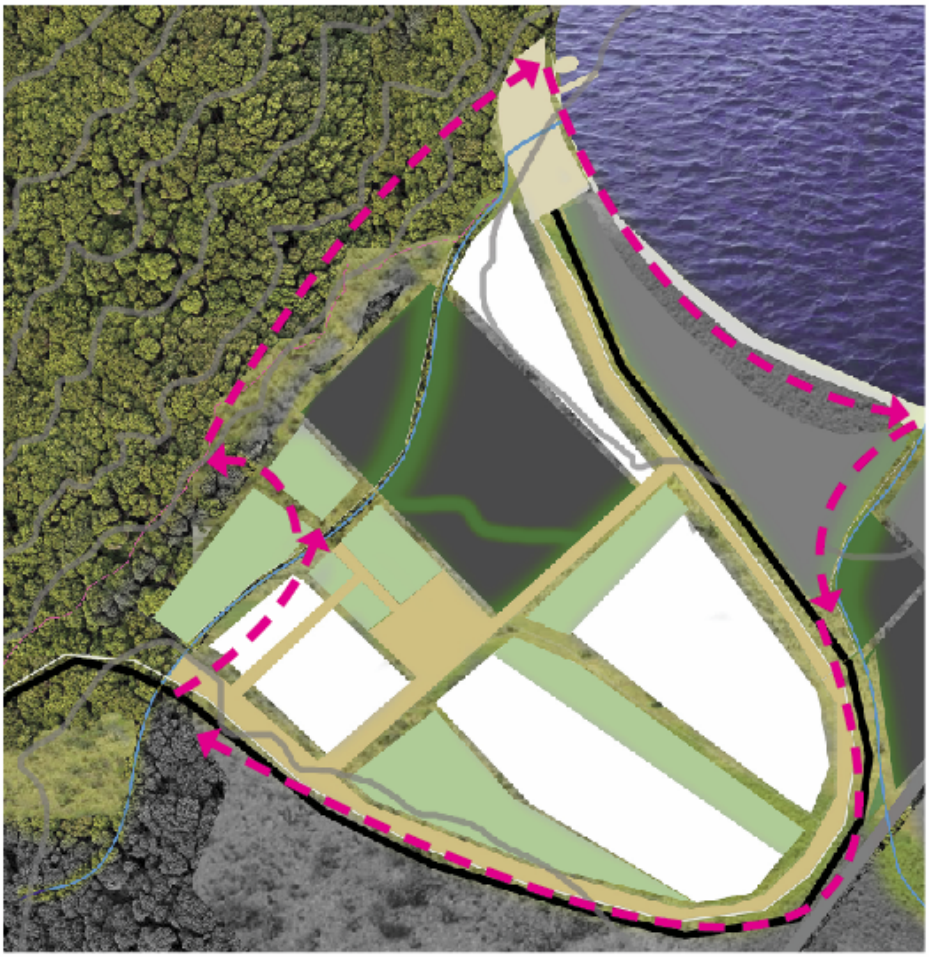


Figure 60 Route of autoethnographical interpretive critique narrative

From this journey, can I detect the vision and how it may support Kingston to cope or thrive with increased populations?

Vision:

Kingston is a tiny home township 'nestled' into the valley, under the 'guardian mountains'

Under the Guardian Mountains – Arriving at the Jetty

My interpretation of the jetty experience
The shape of the jetty is curious. This slows the traffic of pedestrians from the water taxi to the land, as they shuffle off to side zones where younger children scamper over the rock, couples take 'selfies', a curious person or two stands on the jetty mounds to gain a height advantage over others to see further across the lake to the east and an unobstructed view of the steep rocky and forested mountain slope to the west. Some people purely want to touch all the surfaces and experience the different heights, others like myself wonder why, why have these design features been incorporated into the jetty? Either way, it has caused a subconscious pause for a physical or mental exploration. It has **slowed** the experience of walking from the boat to the land.

Environmental & Social Outcomes
Spatially, the jetty condenses human interaction with the lake edge at a point. This may leave more of the lake edge available to birds, such as the Australasian Crested Grebe, which builds its nest on the overhanging branches of trees where they meet the lake.

The interesting design of the jetty, and therefore assumedly greater financial cost compared to typical jetties, seems to emphasise that this is a more esteemed way to enter Kingston than the very typical looking highway entry. In turn, the cachet of entering and exiting Kingston this way, rather than the highway, strongly suggests a walking experience is offered rather than a car one. Minimising externalities of car fumes or, even if electric, the heavy metal pollutants from their brakes into storm water, suggests a better human and wildlife experience at a community level, along with the better health of a pedestrian lifestyle, than a car one, at an individual level.

Socially, the interest of this jetty and the more varied way of interacting with it than with other jetties makes it an interesting place to wait for incoming or outgoing water traffic. The common interest in events on the jetty can enable a sense of connectivity between the people involved.

Resident & Visitor Outcomes
If a majority of people, especially visitors, entered and exited Kingston via the jetty on scheduled services, it would be easy for residents to know what time of day they may expect a visitor influx or exodus and organise their day according to the amount of visitor interaction they desire or tolerate.

From this imagined experience and forecasted outcomes, I have attempted to broadly rate on a scale of one to five stars the extent to which the design achieves the original Research Aims, Chapter 1.

Guardian Mountains Jetty Ratings

ENVIRONMENTAL

★ Protection of the environment
★★★ A proactive approach to managing resources of the district
★★★★ Environmental mastery - understanding one's surroundings

SOCIAL

★★ Meaningfulness
★★★★ Autonomy
★★★ Social connection

BOTH

★★★★ A commitment to strategic [and sustainable] planning process
★★★ Acknowledgement that resident and visitor quality of life support each other

Nestled into the valley – Nested Circuits for outdoor recreation

My interpretation of the nested circuits

From the jetty, a walk along the lake in front of the residential area seems the most obvious route in order to take in the scenery of the lake and the surrounding mountains. At the far eastern end of the bay the steeper topography and highway noise create a barrier for my skill and enjoyment, therefore I turn into the residential area, and noticing all the cars stopped at the highway visit the café in the commercial zone.

While walking along the water front narrow paths amongst native bush next to two streams seemed like interesting places to explore and be sheltered from the strong wind funnelling down the lake. Rejoining the stream closest to the highway and walking along its banks amongst reeds, flax and mature marble-leaf and manuka, it is immediately more sheltered, so I am more inclined to **slow** down and enjoy the sound of the stream and see if I can see anything in it, such as fish or smoothed water-worn rocks.

Very quickly the stream path meets the historic train tracks. This section of track is currently being weeded and maintained by munching sheep, goats and horses. Their moveable fenced enclosure has clearly moved them along from the sections of well-clipped track to my right so they must have been performing their community service gradually down the tracks to the left. Their unremitting chomping is methodical and calming. I can sense their untroubled lives, see the bulk of their size compared to me and smell the lanolin of the sheep. Their breath is warm and condenses in the air in front of their noses. This is infinitely more real than the white dots in my peripheral vision when driving down the highway.

Some of this simplicity of existence stays with me and I want to explore further along the less manicured parts of the train tracks. For others, seeing the link from here back towards the jetty, more people, flatter terrain and the way the animals have cleared the path, is a more reassuring walk.

Walking within the rail cutting I am sheltered from the wind. After a while the sense of enclosure grows and almost tips into a melancholy sensation, as I have not passed as many people in this area. The steep face of the mountains in front adds to this sense of enclosure, but without them I might feel lost or concerned. Instead they orient my position in relation to the township and lake and I'm grateful for their presence overlooking me.

Following the directions of the mountains, the next stream I come across seems a good opportunity to head back towards the lake. The path along this stream is less structured and the plantings less mature than the first stream path. I meander along a track of least resistance through the long grasses, remnant of pasture land. Many others have trampled through here, so that a gradual uniform path is forming. With more people, the desire lines of walkers and their flattening of the ground will impede the growth of these grasses, and provide a basis for a formal path when required.

As a large group of runners jogs past me towards the train tracks, a brightly coloured box of small flags tethered to a signpost grabs my attention. The small flags, like a chopstick with a pink, purple or teal ribbon attached to one end and a seedling to the other each represent a different species of tree. I grab a few in my preferred colour and walk closer to the stream, the ground is moist, and so it is easy to push a few of the flags in and I don't need the little hand shovel hanging on the sign post. I can see where others have laid out sticks in a hatch formation and had a game of noughts and crosses with the different coloured flags. There are other creative colour formations too.

The signage accompanying the box of flags indicates there will be weeding and mulching days in the future, so I am starting to think it could be interesting to come back and see how, what I am now starting to consider as my own trees, are faring in the future and make sure they are successful!

Environmental & Social Interpretations
Spatially, the path parallel to the stream, rather than crossing perpendicular to it at intervals, reinforces the connection of the stream to the lake and their common environmental health outcomes. The parallel pathway following alongside the stream also offers it unrestricted access to all parts of the township, conferring on it a sense of dominance and therefore a higher value relative to the township.

If the quality of water in the first stream was clearer with less sediment than the second stream, it is reasonable to assume that many people could make a connection between its banks of mature and abundant bush and the higher water quality, than the second stream which was still in a phase of revegetation. This makes the public walkways long the streams essential in order for people to see this water quality.

Resident & Visitor Interpretations
The invitation to plant seedlings by the riverbank in a colourful way allows choice and creates engagement through doing. This makes it accessible to both residents and visitors. Engagement through doing is likely also to engage a wider slice of residents than community engagement that attempts to engage purely through input into decision-making. Doing is more accessible to a wider range of education or literacy levels, age groups like children and politically moderate or non-outspoken residents.

The invitation to plant seedlings at any point in time, when passing by or by joining group mulching weeding and seed collecting events, allows for the personal preference of residents seeking to contribute in either a solo or group manner, and harnesses the sporadic or perhaps once-only visit of a visitor.

It is possible both residents and visitors might commandeer the seedlings as 'souvenirs' however if this means they are planted in the yards of residents it supports the overall environmental cause and if they are whisked away to far corners of New Zealand or elsewhere it may be a relatively small cost written-off to a programme that uses the volunteer labour of visitors and residents to locally harvest seedlings.

To summarise the critique I have attempted to broadly rate on a scale of one to five the extent to which the design achieves the original aims, see Research Aims, Chapter 1.

Nestled Experience Ratings

ENVIRONMENTAL

★★★ Protection of the environment
★★★ A proactive approach to managing resources of the district
★★★ Environmental mastery

SOCIAL

★★★ Meaningfulness
★★★★★ Autonomy
★★★★ Social connection

BOTH

★★★★★ A commitment to strategic [and sustainable] planning process
★★★★★ Acknowledgement that resident and visitor quality of life support each other

Tiny home township - Tiny Home Zones

My interpretation of the tiny home zones

After planting, staking and tagging, in a single action, each of my seedlings, I continue down the stream towards the lake and notice the houses on my left are distinctly smaller than the houses to my right. The smaller homes take my interest, they are similar to the ones along the lake front. They are individual and interestingly designed.

The larger homes are less absorbing, they remind me of modern suburbs elsewhere and there is less activity outside. So I cross the stream on a narrow board towards the smaller houses. The area almost seems like homes amongst a parkland, rather than houses with back or front yards. It would almost seem similar to a tourist or caravan park through which you could walk, if it weren't for the structured plantings that break my line of view, so I could only see two houses deep even though I knew there must be more tiny houses beyond.

Someone is on their roof cleaning a gutter, another appears to be wiping dust from rooftop solar panels to maximise their efficiency. There are smells of outdoor bbqs starting to cook evening meals and cosy lights flickering on. It seems later than it is, due to the early sunset behind the mountains to the west where the rocky outcroppings are becoming silhouetted against the sky.

After several blocks there is a pathway to my left heading a short way up the slope where people are cycling in the direction of the lake. I walk up the path. With the slight elevation I take in the view towards the lake, spot the jetty and continue on the cycle track all the way back to the lake.

Environmental & Social Interpretations

Environmentally, in this area, the trees are more mature and grow to the full potential of their natural forms. They haven't been limbed and pruned, rather they have room to grow. It may be that they appear larger and taller because the surrounding built forms are smaller than average. A landscape

architect or similar professional might notice that natural surface area will allow more storm water to go to ground than run off into the streams and lake.

Spatially, the larger than average distance between dwellings because of their small footprint gives each a sense of privacy from one to the other. There is more subtlety also, the form of the land is more evident, there are very slight topographical changes and an occasional pile of rocks, evidence of the glacial moraine. The 'green' of the ground is linked and connected. The tiny home zone establishes continuity and a sense that I am still in Kingston.

Resident & Visitor Interpretations
A resident may have better knowledge of the number of and meaning behind the planks over the stream and it would be easy to imagine they have direct routes across hidden or semi-secret spots.

As a visitor the tiny homes look like an interesting way of living. I might be curious to try it and seek it out as accommodation next time I am here, or the next time I travel to another destination I may research this kind of accommodation. I am dubious as to whether I would be able to live full time in such a tiny home, although here, because there are so many it creates a different social norm that may make it more acceptable to myself and my friends and family.

Because it is breaking a norm from 'average' it is quite possible that the tiny home zones are extremely attractive to more adventurous, courageous, visionary, resourceful and like-minded people that may settle in well amongst each other and share some of the community values of the existing residents.

Due to the predominance of tiny homes, it is likely a visitor, no matter their cultural heritage, would understand the esteemed value given to the outdoor environment and not mistake the tiny homes as a result of constraint, such as economic hardship, scarcity of materials, or another (see assumption about design implementation to a high standard, Chapter 8, The Brief).

To summarise the critique I have attempted to broadly rate on a scale of one to five the extent to which the design achieves the original aims, see Research Aims, Chapter 1.

Tiny Home Zones Ratings

ENVIRONMENTAL

★★★★ Protection of the environment
★★★★★ A proactive approach to managing resources of the district
★★★★ Environmental mastery - understanding one's surroundings

SOCIAL

★★★ Meaningfulness
★★ Autonomy
★★ Social connection

BOTH

★★★★ A commitment to strategic [and sustainable] planning process
★★ Acknowledgement that resident and visitor quality of life support each other

DISCUSSION

11

CHAPTER 11 Discussion

Introduction

This discussion aims to elaborate on key points from the interpretation critique in Chapter 10. Firstly, it uses a SWOT analysis to reflect on the strengths, weaknesses, opportunities and threats of the environmental and social outcomes of the design. Secondly, it considers outcomes or amendments to the design process and it suggests areas of further research. Finally, there is a reflection on my new positionality reached at the end of my research.

Discussion

SWOT analysis

Strengths

Strengths of the design are its focus on human scale, outdoor leisure experience and its broadly applicable framework.

Human scale
Focusing on the human scale of dwellings in the tiny home zone and the human scale of walkable and cyclable distances in the nested circuits is a generally accepted element of design that is appreciated by all humans, no matter their origin or demographic. Theory agrees that 'the general characteristics of positive landscape assessment accepted by people are the human scale of masses and spaces, in particular when they are man made' (Antrop, 2000, p. 22).

Leisure
Kingston is currently overwhelmingly a holiday place. The continuity of tiny home zones throughout the master plan, iterating the existing dwellings, upholds this quality. There are some residents, however, and this holiday place for one person may be a daily life place for another. A holiday suggests a person is seeking a shift, whether it be in pace, outlook or connectivity. Due to the long lasting nature of wellbeing benefits from leisure experiences, which continue into daily life, it appears valuable to celebrate this pace shift and even embrace it into daily life. This means permitting leisure destinations to maintain their quality and their distinctive leisure design elements. This design emphatically focuses on a shift in scale and speed from the urbane to one that is deeply connected to Kingston.

This strategy to maintain a recreation focus allows it to remain a recreation destination for those who visit and therefore maintain its wellbeing benefits. This also deters the launch of the economic pendulum ominously hovering between the need for more jobs for inhabitants, followed by more inhabitants for jobs in ever excessive swings. Therefore, contrary to popular belief, it may be that design focusing on environmental and social outcomes offers more stability than a focus on economic outcomes.

Application
The design strategy and framework could be applied similarly to many other areas in the Wakatipu Basin and further afield; Cromwell, Alexandra, Glenorchy for example. Many of these small towns are situated on lakes and could modify the Guardian Jetty design to suit their unique landscape, relationship to water, wildlife and recreation. Particularly the slow tourism elements of the framework help direct a unique assessment of habitation and landscape practices and opportunities per destination. The jetty, walking circuits and tiny home zones in this design specifically for Kingston is a relatively economic and efficient design to construct and apply. The economic cost is considerably lower compared to the high environmental and social wellbeing gains.

Weaknesses

Weaknesses
Weaknesses in this design are that it must be applied at a community level and cannot readily be implemented at an individual scale.

Community and Individual Interventions
The design of tiny home zones and the prioritisation of walking and cycling circuits is a paradigm shift for design in New Zealand. Residential zoning, public pathways and a new large jetty are interventions that in most instances can only be achieved when they are designed at a community, planning or developer level rather than an individual level. One exception would be the invitation to partake in planting seeds and associated community events. Motivated individuals or a community group could readily harness the participation of other residents and visitors through this intervention.

Opportunities

There is an opportunity to embrace more ecological wildlife and address them in design; to consider more specifically wellbeing and quality of life for species other than humans. This design and my new positionality also highlight that there is a need for greater understanding and education about what supports optimum wellbeing for communities and individuals.

Quality of life for other species
Focusing solely on the quality of life for humans helped to simplify the scope of the research question. Enhancing quality of life for other species may fall further towards the realm of an ecologist or a collaboration with an ecologist. It seems likely that enhancing the quality of life for other relevant species could have positive effects for humans. For example, improved habitat for nesting grebes at the lake edge may provide more interest for the human experience as well, resulting in wellbeing outcomes such as environmental mastery and relatedness. A differently designed jetty, or other lake front intervention, might facilitate this kind of connection between human and wildlife.

Education Opportunities
Education is key. It is very well for wellbeing and quality of life to be established within legislation, but they must be better understood by relevant professionals and the public in order to bring life to legislation. An ability to better comprehend and manage the drivers of one's own wellbeing can empower better decisions and demands for oneself, one's inner circle of friends, one's family, colleagues, community and constituents.

Published media is a channel through which to offer community wide education. This medium has an opportunity to explore in more depth and present to the wider public a healthier perspective of quality human experience in its journalistic articles than it currently does. It has an opportunity to present a better reflection of society's values and what is actually critical to community and individual wellbeing.

Threats

The largest threat to this style of design is existing expertise and social norms. The status quo of developing for markets and promoting a commodified tourist product, both pursue economic outcomes only. A design shift towards environmental and social outcomes may short-sightedly be dismissed as 'soft'.

Existing expertise and norms
The dramatic population growth over the last few decades, emphasised in Chapter 1 Introduction, highlights the speed of change. This speed of change is likely linked to other social and environmental changes as well. Therefore, the existing expertise of professionals, governments and developers may struggle to keep up or actively resist new norms and be reluctant to accept them when the existing paradigm has sufficed or served well.

Concepts such as the tiny home zone and maximising the recreation value of what really are very tiny streams, may seem too different from standardised master planning. Yet, despite the norm, the market desiring this experience may be much larger than expected. Developers and communities may miss opportunities to establish unique and valuable resources if new trends or paradigms are ignored.

Soft design perception
Design interventions, such as interesting jetties, walking circuits and tiny home zones, prioritising environmental and social outcomes may be seen as 'soft'. Design focusing on recreation may be seen as softer still. Soft implies it does not have a hard functional purpose or outcome. It is a trifling flourish rather than a functional necessity.

Soft lends itself to subjectivity. It may be seen as having subjective and non-measurable outcomes. Even if environmental and social measures are more numerous than economic ones, are more subjective and in some instances take longer to accumulate data, this does not mean they are less valuable. For example, environmental quality, social connectivity, autonomy and relatedness are more problematic to measure than GDP or individual income, but just as important. Put another way, qualitative outcomes may be more difficult to measure than quantitative ones, but they remain valuable.

Further Research

This research could be extended and deepened in a number of ways, including applying it to other nearby destinations, destinations outside New Zealand, or mature destinations. The research designs could have been presented to the community to gauge their reception. Other slow tourism precepts such as value of time and activities of destination could be incorporated into the design work to change or enhance the experience.

Applying the framework within the region
This design for Kingston could readily be modified and applied to surrounding townships in the Queenstown Lakes District and wider New Zealand. Applying this framework to design in multiple

locations could result in common findings that help to form a more prescriptive list of interventions for wellbeing design.

Mature destinations
A notable feature of Kingston, and the Lakes District, is their relatively undeveloped state, resulting from an extremely short history of human contact in the global context, at 1000 years or less. Therefore, the question arises of how this design framework might be applied to mature destinations? And what completely different challenges, constraints or opportunities would be faced? For example, how might this work in a city like Venice which is swarming with tourists for months of the year? Due to its significant volume of people, and the intention to use large scale human population to optimise the environment and social connectivity, a destination such as Venice might have potential to achieve even larger optimised outcomes and quality of life rewards. Therefore, is there perhaps an optimum place on the TALC model for this kind of design vision to be implemented? Or if implemented at other points, how might the enactment of the vision be changed?

Resident views
Potentially it would be valuable to present the designs to local residents, record their responses and involve them in the design decision-making. At this stage of the research it was valuable to use literature to uncover important aspects of wellbeing and quality of life, rather than interview residents or visitors on their views of wellbeing. The literature review consolidated information and terminology into frameworks and models that were more useful for the scope of this research than lay opinions.

Research & Process Challenges

Collaborating disciplines
A key component of landscape architecture practice is to collaborate with other disciplines. However, my own review of relevant literature highlighted a gap of interdisciplinary academic research collaboration. Just such collaboration is what this research thesis attempted. It aimed to join the wellbeing field of psychology with landscape architecture. It was in fact a significant challenge, particularly in the early stages to unite theory behind multiple disciplines–wellbeing psychology, tourism and landscape architecture–into a single design vision. Constraining wellbeing theories into a useable framework was very challenging. Once relevant aspects were positioned within slow tourism precepts the research became more navigable. Despite this hurdle, and ultimately, as in practice, interdisciplinary research has the potential to create broader benefits for the profession.

Design disciplines
Both sketching and writing helped to articulate the design interventions and the research. An advantage for landscape architects is their comfort with hand sketching to not only create images, but also diagram relationships and structure information. In reverse, using descriptive writing in a narrative about a place or a design helps to visualise and refine the design. This process of using writing and design for cross purposes proved both a hindrance and help at times during the research process, sometimes slowing down outcomes and sometimes getting results more quickly.

New Positionality

For me
An opportunity to study quality of life and wellbeing in depth and apply it to design has given me specific knowledge on a theme that I can apply broadly, whether within my practice of landscape architecture, or my personal life. The extent of application of this topic makes it a strong and valuable

resource to society, to my practice and to my life and travels. Importantly, as a young professional I feel empowered to assert my values, even while they are still evolving and becoming articulated even to myself.

Research into slow tourism precepts has given me an understanding of *how* and *why* travel experiences can be maximised through slow travel, and I now recognise that I have taken the slow travel concept to the extreme end of the continuum in my experiences of living, working, studying and volunteering in places, that are distinct from my origins, and that take my interest.

In summary, I have a considerably more thorough understanding of economic, social and environmental values and their influence on my quality of life.

For landscape architecture

This research has highlighted key wellbeing frameworks, such as Ryff's six factor model, Seligman's PERMA model and Self-Determination Theory. These, along with their specific variables, such as autonomy, environmental mastery, authentic connections and personal growth provide valuable terminology to use in practice when communicating with colleagues and clients to craft designs.

Applying these terms to this design research intervention has provided a valuable practice scenario for me and may be a helpful example to other practicing professionals. Established examples or precedents can help make new ideas more digestible to others.

Importantly, this research increases the value of landscape architecture. A design aimed at providing aesthetic or functional outcomes may in fact deliver a great deal more, through its ability to activate and optimise wellbeing and quality of life. This offers an additional way to position the value of a design to a client or community.

CONCLUSION

12

CHAPTER 12 Conclusion

Introduction

To conclude, this chapter weighs the findings in the Discussion, Chapter 11, with hypotheses for potential outcomes from a resident and visitor perspective and establishes the capacity of landscape architecture interventions to modify the TALC model, Figure 1, and evaluates the success of the process used to arrive at these findings.

Resident and Visitor outcomes

In this case, the strength of the design is that it has stabilised the **resident** experience by emphasising local values of recreation and resourcefulness through tiny home zones and landmarks such as rock features within the 'guardian mountains' (Eyre Mountains) and the lakefront of Lake Wakatipu via the jetty. These design elements alone, without considering other variables, are likely to support quality of life for residents, both current cribbies and prospective inhabitants.

However, to really determine the strength of the design, multiple variables do need to be considered, such as the **visitor** experience and to what extent it is likely to engage visitors in the slow tourism principles of **environmental consciousness**, **mode of transport** and **meaningful experience** and their associated **wellbeing** outcomes. Multiple variables suggest multiple scenarios could eventuate for the visitor (and in turn influence the resident experience). Some of these variables including growth, values and perception of slow tourism are considered below.

Growth

In the case of the visitor, the heightened individuality of the design for Kingston with tiny home zones, strong hierarchy of walkable circuits and an interesting and interactive jetty may create a more specific visitor experience, and therefore limit its attraction to a more specific kind of visitor. In the case of extreme growth this might temper the steepness of the TALC model curve by attracting fewer visitors, or only those with similar values, and who therefore also do not appear as clearly to be outsiders. On the other hand, the specificity may create a unique and therefore more desirable experience, which may attract more visitors.

Values

A further potential outcome is that there is no change in the type of visitor. However, those visitors who do not necessarily share the values of Kingston residents will unwittingly find their impacts transformed and in doing so, unconsciously contribute to the environmental and social resources of Kingston. By planting a seedling or staying in a tiny home style of accommodation or using the jetty to take in the scenery they contribute in the same way as the residents and visitors who are already predisposed to local values. As wellbeing is a consequence of quality of life, both actual and *perceived*, the lack of perception of their involvement may not produce an uplift in their wellbeing. Here, a longer time scale, allowing a conscious or subconscious period of reflection may alter their perceptions.

Slow tourism

Landscape architecture that seeks inspiration from local values, practices and landscape interactions that existed prior to car dominant **modes of transport** are most likely to generate design that is more supportive of social and environmental practices than car dominant landscapes. Social and environmental practices in turn generate **environmental consciousness** and **meaningful experiences** in a virtuous circle. The gateway effect of the jetty particularly benefits residents, by harnessing more control over when and how visitors arrive and depart, what modes of transport they can access and offers a chance to quickly establish what is valued along with behavioural and interaction expectations.

Wellbeing

A **palette of wellbeing experiences**, such as authentic connections, autonomy, environmental mastery, personal growth, meaning, and relatedness, is a valuable design tool for a landscape architect in meeting legislation requirements to design for quality of life. This is terminology that helps articulate and reinforce the wellbeing outcomes of its design. A narrative incorporating wellbeing terminology could also be a useful way to communicate a design.

In contrast, the perception of a high quality of life could be a double edged sword. Enhancing wellbeing could attract visitors and new residents at a rate that is not sustainable for the environment and community. This may suggest a timeline for implementation, that interventions that facilitate the greatest benefit to the environment are well established before ones that primarily improve social aspects of wellbeing and, lastly, the interventions focusing on economic wellbeing.

Process

This research process has resulted in top down community level interventions rather than individual, family or commercial ones. This suggests it has taken a generalist perspective to wellbeing, rather than considering to any depth the whims, cultures, professions, characters or interests of individuals.

Compared to other wellbeing research it has not interacted in any way with the public to gather information. The strength of this generalist approach means that it has resulted in a framework that can be broadly applied to other sites. The community level outcomes reinforce the responsibility decision-makers have to enhance community wellbeing, rather than supporting a premise that individuals are solely responsible for their own wellbeing.

However, individuals are actors within all the design interventions of course, and the autoethnographical approach creates an outcome singular to my perspective. Therefore what I identify as ‘generalist’ may not be so to another, although it is unlikely that there would be little overlap. It is possible this singularity of perspective could limit its ability to be broadly applicable, particularly if my positionality were found to be unrepresentative.

Despite the autoethnographical approach, a designer has a responsibility to research, conceive and develop propositions in conjunction with community consultation. This can be valuable in the process of deeply considering the cultural, historic and landscape values of a community and a location. This type of process and design exploration may be applied elsewhere.

Conclusion

Untapped resources

Community contribution, whether resident or visitor, to social and environmental wellbeing is a valuable resource. Like economic inputs, that are often touted as gains that flow back through the community, social and environmental ones are just as circular in the way a community can experience a beneficial return from their investment.

Landscape architects

As landscape architects are the designers of outdoor areas, including landmarks and structures, to achieve environmental, social and aesthetic outcomes, they have a *central role* in considering how the environmental and social outcomes might achieve quality of life benefits within a community. Especially when landscape architects are enabled to design for quality of life at a community level, the beneficial outcomes may be magnified, compared to siloed developments or the efforts of individuals.

From this research it is not possible to prescribe a list of wellbeing principles to landscape architects. However, it does establish wellbeing terminology to use as a design palette. It offers a paradigm shift by suggesting a framework that focuses on environmental and social outcomes above economic ones. And it provides design examples of wellbeing interventions. All of which enable and encourage landscape architects to better meet a balanced approach to the wellbeing requirements of the RMA and the quality of life missions of local district councils in New Zealand.

References

Antrop, M. (2000). Background concepts for integrated landscape analysis. *Agriculture, Ecosystems and Environment, 77*(1), 17-28. doi:10.1016/S0167-8809(99)00089-4

Butler, R. W. (2011). Tourism Area Life Cycle. *Contemporary Tourism Reviews*. Retrieved from

Campbell, A., Converse, P., & Rodgers, W. (1976). *The quality of American life*. New York: Russell Sage Foundation.

Cessford, G. (1998). *Visitor satisfactions, impact perceptions, and attitudes toward management options on the Routeburn Track*. Wellington, N.Z.: Wellington, N.Z. : Dept. of Conservation.

Deci, E. L., & Ryan, R. M. (2000). The "What" and "Why" of Goal Pursuits: Human Needs and the Self-Determination of Behavior. *Psychological Inquiry, 11*(4), 227-268.

Deci, E. L., & Ryan, R. M. (2008). Hedonia, eudaimonia, and well-being: an introduction. *Journal of Happiness Studies, 9*(1), 1-11. doi:10.1007/s10902-006-9018-1

Diener, E., & Seligman, M. E. P. (2004). Beyond money: Toward an economy of well-being. *Psychological Science in the Public Interest, Supplement, 5*(1), <xocs:firstpage xmlns:xocs=""/>.

Easterlin, R. A. (1995). Will raising the incomes of all increase the happiness of all? *Journal of Economic Behavior and Organization, 27*(1), 35-47. doi:10.1016/0167-2681(95)00003-B

Easterlin, R. A. (2000). The Worldwide Standard of Living Since 1800. *Journal of Economic Perspectives, 14*(1), 7-26. doi:10.1257/jep.14.1.7

Easterlin, R. A. (2010). Well-being, front and center: a note on the Sarkozy Report.(Notes and Commentary). *Population and Development Review, 36*(1), 119-124. doi:10.1111/j.1728-4457.2010.00320.x

Eckersley, R. (2006). Is modern Western culture a health hazard? *International Journal of Epidemiology, 35*(2), 252-258. doi:10.1093/ije/dyi235

Ellis, C., Adams, T., & Bochner, A. (2010). Autoethnography: An Overview. *Forum Qualitative Sozialforschung / Forum: Qualitative Social Research, 12*(1). doi:http://dx.doi.org/10.17169/fqs-12.1.1589

Eyles, J., & Williams, A. (2008). *Sense of place, health and quality of life*. Aldershot, England

Burlington, VT: Aldershot, England

Burlington, VT : Ashgate.

Fullagar, S., Markwell, K., & Wilson, E. (2012). *Slow tourism : experiences and mobilities*. Bristol

Buffalo: Bristol.

Gehl, J. (2010). *Cities for people*. Washington, DC: Washington, DC : Island Press.

Gehl, J. (2011). *Life between buildings : using public space*. Washington, DC: Washington, DC : Island Press.

Getz, D. (1992). Tourism planning and destination life cycle. *Annals of Tourism Research, 19*(4), 752-770. doi:10.1016/0160-7383(92)90065-W

Grzelewski, D. (1995, Jan-Mar 1995). Routeburn. *New Zealand Geographic*.

Haybron, D. M. (2008). Philosophy and the Science of Subjective Well-Being. In M. Eid & R. J. Larsen (Eds.), *The science of subjective well-being*. New York: New York : Guilford Press.

Haybron, D. M. (2011). Central Park: Nature, context, and human wellbeing. *International Journal of Wellbeing, 1*(2), 235-254. doi:10.5502/ijw.v1i2.6

Howard, C. (2012). Speeding up and slowing down: Pilgrimage and slow travel through time. In S. Fullager, K. Markwell, & E. Wilson (Eds.), *Slow tourism : experiences and mobilities*. Great Britain.

Jancic, B. (2018, 10 May). NZ rethinking '100 per cent pure' campaign. *The Sydney Morning Herald*. Retrieved from https://www.smh.com.au/world/oceania/nz-rethinking-100-per-cent-pure-campaign-20180510-p4zeh5.html

Jubenville, A., & Twight, B. W. (1993). *Outdoor recreation management : theory and application* (3rd ed.. ed.). State College, PA: State College, PA : Venture Pub.

Kearsley, G. W., Coughlan, D. P., Higham, J. E. S., Higham, E. C., & Thyne, M. A. (1998). *Impacts of tourist use on the New Zealand backcountry*. Dunedin, N.Z.: Dunedin, N.Z. : Centre for Tourism, University of Otago.

Kim, K., Uysal, M., & Sirgy, M. J. (2012). How does tourism in a community impact the quality of life of community residents? *Tourism Management*. doi:10.1016/j.tourman.2012.09.005

Lawson, R. W., Williams, J., Young, T., & Cossens, J. (1998). A comparison of residents' attitudes towards tourism in 10 New Zealand destinations. *Tourism Management, 19*(3), 247-256. doi:10.1016/S0261-5177(98)00018-1

Lyons, K. D., & Wearing, S. (2008). *Journeys of Discovery in Volunteer Tourism : International Case Study Perspectives*. Wallingford, UNKNOWN: CABI.

McCabe, S., & Johnson, S. (2013). THE HAPPINESS FACTOR IN TOURISM: SUBJECTIVE WELL-BEING AND SOCIAL TOURISM. *Annals of Tourism Research, 41*, 42-65. doi:10.1016/j.annals.2012.12.001

Ministry of Business, I. E. (2017). *Housing Infrastructure Fund Call for Final Proposals*. New Zealand Retrieved from https://www.qldc.govt.nz/assets/News/HIF/Kingston-HIF-Summary.PDF.

Mitchel, C. (2016, 11/08/2016). Overcrowding a growing issue in New Zealand's national parks. Retrieved from http://www.stuff.co.nz/travel/news/83033637/Overcrowding-a-growing-issue-in-New-Zealands-national-parks

Moore, K. (2012). On the Periphery of Pleasure: Hedonics, Eudaimonics and Slow Travel. In S. Fullager, K. Markwell, & E. Wilson (Eds.), *Slow tourism: experiences and mobilities*. Bristol

Buffalo.

Mulligan, M. (2015). *An introduction to sustainability : environmental, social and personal perspectives*: Abingdon, Oxon

New York, NY : Routledge.

Neal, J. D., Sirgy, M. J., & Uysal, M. (1999). The Role of Satisfaction with Leisure Travel/ Tourism Services and Experience in Satisfaction with Leisure Life and Overall Life. *Journal of Business Research, 44*(3), 153-163. doi:10.1016/S0148-2963(97)00197-5

New Zealand History. (2016). SS Earnslaw launched on Lake Wakatipu. Retrieved from https://nzhistory.govt.nz/page/ss-earnslaw-launched-lake-wakatipu

New Zealand History. (2017). Full steam ahead for Kingston Flyer. Retrieved from https://nzhistory.govt.nz/page/full-steam-ahead-kingston-flyer

O'Hanlon, C., & Rea, A. (2018, 7 March 2018). Ups and downs of tiny homes. *The Press*. Retrieved from https://www.pressreader.com/new-zealand/the-press/20180307/282398399922623

Pendergrast, M. (1987). *Te aho tapu : the sacred thread*. Auckland [N.Z.]: Auckland N.Z. : Reed Methuen.

Penn, I. (2018). California will require solar power for new homes. *The New York Times*. Retrieved from https://www.nytimes.com/2018/05/09/business/energy-environment/california-solar-power.html

QLDC. (2010). *Kingston Village Subdivision Design Guidelines*. Retrieved from http://www.qldc.govt.nz/assets/OldImages/Files/District_Plan_Changes/Plan_Change_25_downloads/Council_Decision/kingston_subdivision_FA_web.pdf.

QLDC. (2011). *QLDC Operative District Plan - Special Zone (Kingston Village)*. Retrieved from http://www.qldc.govt.nz/planning/district-plan/volume-1-district-plan/section-12-special-zones-kingston-village/.

QLDC. (2013). Population & Growth. Retrieved from https://www.qldc.govt.nz/planning/other-planning-information/population-and-growth/

Queenstown Airport. (2018). Queenstown Airport - Passenger History Annual Passenger Arrivals and Departures. Retrieved from https://www.queenstownairport.com/assets/documents/ZQN-annual-Passengers-2005-to-2017.pdf

QuickStats, C. (2013). *Population and Dwellings Queesntown-Lakes District*. New Zealand Retrieved from http://archive.stats.govt.nz/Census/2013-census/profile-and-summary-

reports/quickstats-about-a-place.aspx?url=%2FCensus%2F2013-census%2Fprofile-and-summary-reports%2Fquickstats-about-a-place.aspx&request_value=15000&tabname=&sc_device=pdf.
Ryff, C. D. (1989). Happiness is everything, or is it? Explorations on the meaning of psychological well-being. *Journal of Personality and Social Psychology, 57*(6), 1069-1081. doi:10.1037/0022-3514.57.6.1069
Salter, J., Laing, D., & Hill, M. (2016). *The statutory framework of New Zealand's local government sector: is the key legislation working properly?* : Simpson Grierson Retrieved from http://www.lgnz.co.nz/assets/Uploads/Our-work/LGNZ-2016-Statutory-Framework-Of-NZs-Local-Government-Sector.pdf.
Scolozzi, R., Schirpke, U., Detassis, C., Abdullah, S., & Gretter, A. (2014). Mapping Alpine Landscape Values and Related Threats as Perceived by Tourists. *Landscape Research*, 1-15. doi:10.1080/01426397.2014.902921
Seligman, M. (2011). *Flouish: A visionary new understanding of happiness and well-being*.
Sharpe, A. G. (1999). Displacement of New Zealand trampers from the Great Walks track network, New Zealand: Lincoln University.
Sharpley, R. (2014). Host perceptions of tourism: A review of the research. *Tourism Management, 42*(C), 37-49. doi:10.1016/j.tourman.2013.10.007
Skipworth, C. (2017). Image.
Smith, O. (2017, 27/09/2017). The 51 destinations where tourists outnumber locals. *The Telegraph*. Retrieved from http://www.telegraph.co.uk/travel/maps-and-graphics/countries-where-tourists-outnumber-locals/)
Stats NZ. (2016, 26 October 2016). Tourism Satellite Account: 2016. Retrieved from http://archive.stats.govt.nz/browse_for_stats/industry_sectors/Tourism/tourism-satellite-account-2016.aspx
Stephenson, J. (2008). The Cultural Values Model: An integrated approach to values in landscapes. *Landscape and urban planning, 84*(2), 127-139. doi:http://dx.doi.org/10.1016/j.landurbplan.2007.07.003
Stock, R. (2018, 4 March). The future of NZ housing is prefabs and 180000 'tiny' homes. *Stuff*. Retrieved from https://www.stuff.co.nz/business/money/101956360/the-future-of-nz-housing-is-prefabs-and-180000-tiny-homes
Te Ao Marama Inc. (2007). *Cultural Values Report on the Proposed Plan Change Kingston Village Prepared for QLDC*. Retrieved from http://www.qldc.govt.nz/assets/OldImages/Files/District_Plan_Changes/Plan_Change_25_downloads/Section_32_Report_and_Attachments/PC_25_Te_Ao_Marama_Report.pdf.
Thornber, L. (2018, 6 April 2018). Wheels around the world. *The Press*.
Tourism New Zealand. (2017a). Tourism New Zealand freshens up four year strategy. *News.* Retrieved from https://www.tourismnewzealand.com/news/tourism-new-zealand-freshens-up-four-year-strategy/
Tourism New Zealand. (2017b). What Kiwis think. 11 Sep 2017. Retrieved from https://www.tourismnewzealand.com/markets-stats/tourism-today/what-kiwis-think/
Unger, L., & Kernan, J. (1983). On the Meaning of Leisure: An Investigation of Some Determinants of the Subjective Experience. *Journal of Consumer Research (pre-1986), 9*(4), 381. doi:10.1086/208932
UNWTO. (2018). 2017 International Tourism Results: the highest in seven years [Press release]. Retrieved from http://media.unwto.org/press-release/2018-01-15/2017-international-tourism-results-highest-seven-years
Uysal, M., Sirgy, M. J., Woo, E., & Kim, H. (2016). Quality of life (QOL) and well-being research in tourism. *Tourism Management, 53*, 244-261. doi:10.1016/j.tourman.2015.07.013
Venturi, R. (1977). *Learning from Las Vegas : the forgotten symbolism of architectural form*. Cambridge, Mass.: Cambridge, Mass. : MIT Press.

Vivian+Espie Ltd. (2007). *Potential Plan Change to increase residential capacity at Kingston (Plan Change 25)*. Retrieved from http://www.qldc.govt.nz/assets/OldImages/Files/District_Plan_Changes/Plan_Change_25_downloads/Section_32_Report_and_Attachments/PC_25_Landscape_Report.pdf.

Wearing, S., Wearing, M., & McDonald, M. (2012). Slow'n Down the Town to Let Nature Grow: Ecotourism, Social Justice and Sustainability. In S. Fullagar, K. Markwell, & E. Wilson (Eds.), *Slow tourism : experiences and mobilities*. Bristol

Buffalo: Bristol.

Weizmann Institute Of Science. (1998). Quantum Theory Demonstrated: Observation Affects Reality. [Press release]. Retrieved from www.sciencedaily.com/releases/1998/02/980227055013.htm

Wuttke, A. (2018, April 2018). Next Big Things. *Travel Insider*.

Zhang, J., Inbakaran, R. J., & Jackson, M. S. (2006). Understanding Community Attitudes Towards Tourism and Host—Guest Interaction in the Urban—Rural Border Region. *Tourism Geographies, 8*(2), 182-204. doi:10.1080/14616680600585455

Appendix

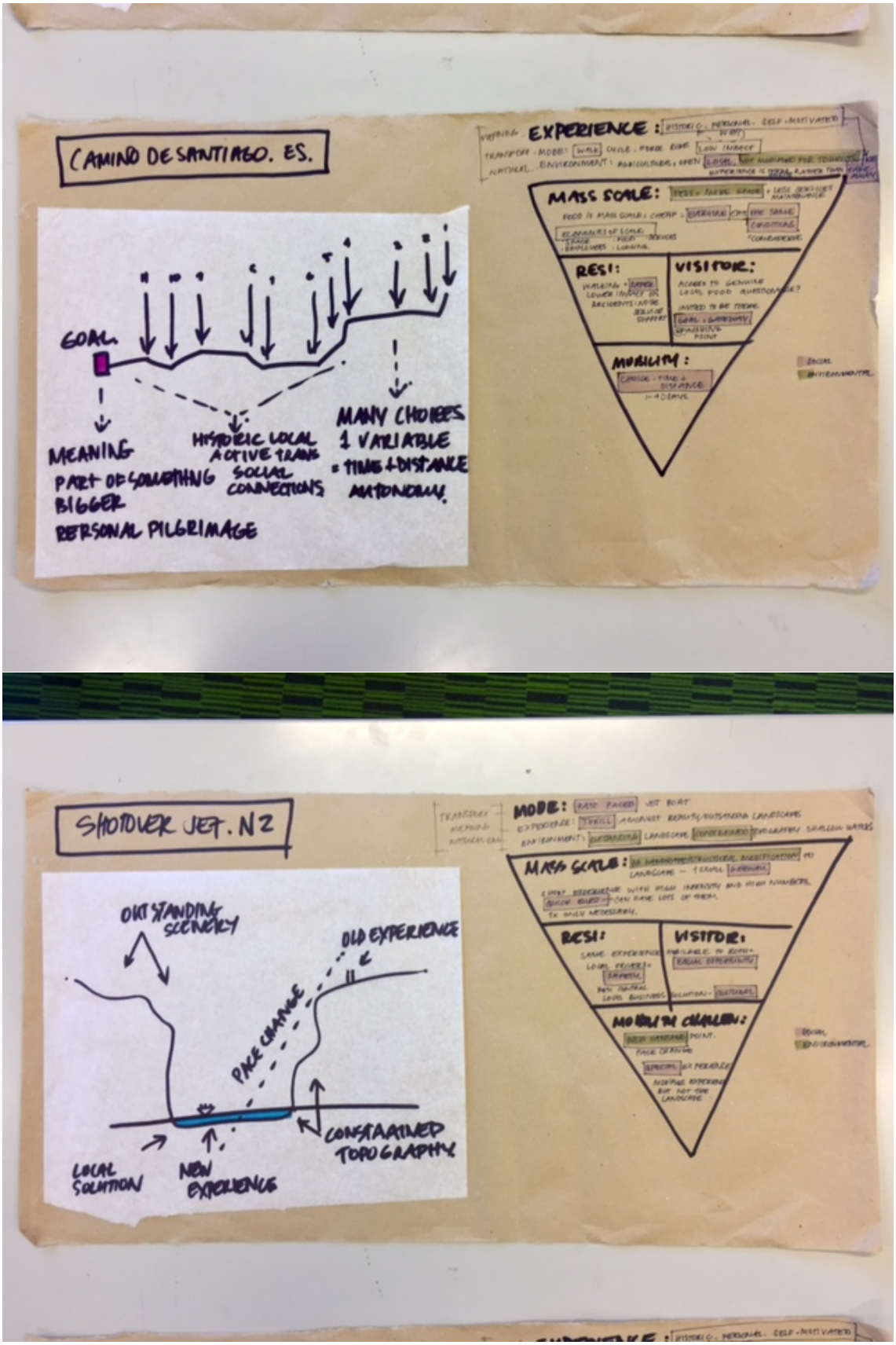


Figure 61 Case study analysis examples (Skipworth, 2017).